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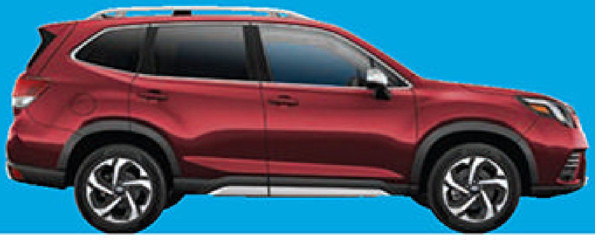

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PHOTOS, COVER: HYUNDAI; RAM; SUBARU. PHOTO, THIS PAGE: SUBARU

The CR Difference

BUYING A NEW CAR can be an overwhelming experience. Low inventory levels and high prices are bad enough. But it's made worse when you can't find a trustworthy source to help you make a wise decision.

CR is here to help! You can rely on our recommendations because we have detailed data that nobody else does.

We conduct exclusive annual reliability surveys of our members to find out which vehicles had problems that cost their owners time and money, as well as which cars, minivans, SUVs, and trucks are trouble-free.

In addition, we ask owners whether they're satisfied with their vehicle, because the only thing better than a reliable car is a car that owners love, too.

This year we gathered data on over 300,000 cars, trucks, SUVs, minivans, and wagons. But that's not all. We buy our own vehicles to test rather than relying on samples provided by automakers, so when we conduct more than 50 detailed evaluations on a car, we're testing the same one you plan to buy—not a hand-picked version that was loaned us in order to get a good review.

CR is a nonprofit, and we don't answer to automakers or dealers. It's why you won't see any ads from automakers in this magazine, but you will see exclusive test data that you can't get anywhere else.

So rest assured: You've started searching for a new car in the right place. We are proud to have earned your trust.

—CR's Auto Test Team

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Photography Scott Meadows, John Powers, John Walsh
Imaging Francisco Collado

Consumer Engagement Testing Charu Ahuja, Director; Linda Greene, Dana Keester, Paul Ritchey
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PHOTO: JOHN POWERS/CONSUMER REPORTS

Ask Our Experts

CR's auto experts give you the lowdown on pricey dealer add-ons, fuel economy with bike racks installed, and when to rotate your vehicle's tires.

Q. Do hitch- and roof-mounted bike racks have an impact on fuel economy?

To find out, we measured how different racks affected the mileage of a Nissan Altima and a Toyota RAV4 traveling at 65 mph, both when empty and when loaded with two bikes.

The Nissan lost 12 mpg with bikes on the hitch rack, compared with 13 mpg using the roof rack. But even the empty roof rack took a 9 mpg hit.

The boxier RAV4 was less affected. Carrying the bikes on the hitch rack had a 5 mpg toll on fuel economy, vs. a 7 mpg loss with the roof rack. The empty roof rack caused a 2 mpg reduction. The empty hitch rack had a negligible impact on either vehicle's fuel economy.

A hitch rack is also easier to remove, which will encourage you to remove it to save fuel.

Q. How often should I rotate my tires?

This common maintenance task should typically be done every 5,000 to 8,000 miles.

Without rotation, the tires might not wear evenly. Front tires play a larger role in braking, and on front-wheel-drive vehicles they must claw for traction, which means they wear out more quickly. Plus, minute variations in suspension and alignment can introduce uneven wear patterns. This can also impact your car's ride and noise levels.

"Spreading wear around all four tires ensures even tread depth and grip," says Gordon Gingras, automotive engineer at CR. "During the rotation your mechanic can also inspect your tires for damage."

Tire rotation can cost about $60, but shop around: Some retailers may provide the service free of charge if you buy tires from them.

Q. Are VIN etching and nitrogen-filled tires worth paying for on a new car?

In addition to discussing payment terms, the dealership's finance and insurance (F&I) rep may push various add-ons that can add a whole lot to the price of the car.

Etching the VIN, or vehicle identification number, into the windows is meant to deter vehicle theft and assist in recovery if stolen. But the VIN is already stamped in multiple places on the vehicle. While the dealer may be required by law to offer it, you aren't required to pay for the etching even if they did it in advance.

You can skip paint and other protectants because the frame and exterior paint in new cars are designed to last a decade or longer. And a spray-on fabric protector will quickly wear off.

Nitrogen-filled tires are pitched as being less susceptible to pressure loss from temperature fluctuation. But as Ryan Pszczolkowski, manager of CR's tire program, says, all tires lose pressure over time, regardless of what's inside them.

14%

Percentage of Americans would definitely buy or lease an EV if they were going to purchase a vehicle today.

SOURCE: Consumer Reports nationally representative survey of 8,027 Americans conducted January & February 2022

PHOTO: ALAMY STOCK PHOTO

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ANSWERS TO YOUR EV QUESTIONS, TOP-RATED TIRES FOR EVERY SEASON, COOL NEW CARS ARRIVING SOON

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59%
POWER
CHARGE

ELECTRIC CARS 101

Answers to the Biggest Questions

What you need to know to decide whether going electric is right for you

ELECTRIC VEHICLES ARE becoming common, with every major automaker bringing cars to market and adjusting their lineups as they position EVs alongside gas-powered models.

The appeal is clear, with reduced energy costs, lower emissions, convenient home charging, and the promise of reduced maintenance costs. More than a third of Americans would “definitely” or “seriously” consider buying or leasing an electric-only vehicle if they were to buy a vehicle today, according to Consumer Reports’ largest-ever nationally representative survey of 8,027 U.S. adults. Among their reasons: More than 3 in 10 U.S. adults say that it costs less to charge an EV than to refuel a gas car (33 percent), overall lifetime costs are lower (31 percent), and maintenance costs are lower (28 percent).

But there remain barriers for many consumers, according to the survey, including where to charge an EV, how far a charge will take the car, and the overall cost of ownership.

This guide is a basic primer that can help determine whether going electric is right for you.

● WHAT TO KNOW ABOUT

BUYING YOUR ELECTRIC VEHICLE

Which Models and Types Are Available?

Electric vehicles come in all shapes and sizes, from small hatchbacks to luxury SUVs. Some are electric versions of familiar models, such as the Ford F-150 Lightning pickup truck. Others, like the Hyundai Ioniq 5 and Kia EV6, are all-new vehicles designed to be electric from the very beginning. While many early EVs were based on models with internal combustion engines, most new EVs today have unique platforms.

For the 2023 model year, there are currently 38 EVs on the market, with many more on the way—a massive increase from 2015, when there were just 10 models. While some early EVs could drive only 80 or 90 miles on a charge, the majority of today’s models have a driving range of around 250 miles.

In addition, tomorrow’s EVs are likely to meet the needs of more buyers. For instance, both Volvo and Kia have three-row electric SUVs in the works, and both Chevrolet and Ram will offer electric pickup trucks.

What Does an EV Cost?

Right now, the majority of EVs are luxury models that are out of reach for most buyers, even after potential tax credits. A CR analysis of sales data shows that the average new EV sells for over $60,000—tens of thousands more than the average gas or hybrid car.

The Nissan Leaf is the sole EV that starts at under $30,000. While the Chevrolet Bolt and Bolt EUV both start under $30,000, they are being discontinued after the 2023 model year. Most mainstream EVs are in the $40,000 to $55,000 range, including the Hyundai Ioniq 5 and Tesla Model 3.

High-end models from BMW, Genesis, Lucid, Mercedes-Benz, Porsche, Rivian, and Tesla extend into six figures.

In the years ahead, it is expected that electric vehicles will gain price parity with similar gasoline models, as battery and production costs come down. Indeed, Chevrolet says its new Equinox EV will sell for under $30,000 when it goes on sale later this year. It may be worth the wait if you’re looking to save money.

Also, many manufacturers have future plans to build more electric models in the U.S. to take advantage of federal tax credits.

MOST POPULAR ELECTRIC VEHICLES

These are the most-researched EVs on **CR.org.**

Kia EV6
RANGE: 232-310 miles

Tesla Model 3
RANGE: 272-358 miles

Nissan Leaf
RANGE: 149-226 miles

PHOTOS: JOHN POWERS/CONSUMER REPORTS; NISSAN

ILLUSTRATIONS BY GUILHERME HENRIQUE

● WHAT TO KNOW ABOUT

THE COST TO OWN AN EV

What Does an EV Cost to Own?

Battery electric vehicles have fewer components than a plug-in hybrid or an internal combustion engine vehicle, so they often have lower maintenance costs because they don't require oil changes or tuneups. An analysis of EVs by CR found that EVs generally cost less to own over a typical ownership period than equivalent gas-powered counterparts—but a less-reliable EV may end up needing pricey repairs, so be sure to choose a vehicle that scores highly on CR's reliability ratings.

The cost of the electricity to charge an EV is almost always hundreds of dollars less per year than the fuel expense for a similar gas-powered vehicle. However, depending on where you live, how much you pay for electricity, and what kind of vehicle you're shopping for, it may take many years—if ever—for those savings to make up the difference between the purchase price of an EV and a similar hybrid.

The Department of Energy's Alternative Fuels Data Center has an easy-to-use calculator at afdc.energy.gov/calc to help you figure out an EV's energy costs.

Look for local incentives that might make it cheaper to charge at home overnight. And you can calculate how much you'll save if your home has solar power.

What About Leasing an EV?

If you're interested in an EV but concerned about cost and reliability, consider a lease. The federal tax credit works differently for leased cars: The automakers' financial entity can claim a full $7,500 without any restrictions on where a car is made, how much it costs, or how much the driver earns. Then, they can pass that on to lessees in the form of a discounted lease payment. Your vehicle will likely be in warranty for the entire time you're driving it, and you won't have to worry about resale value if advances in EV technology make older electric vehicles less desirable.

CAN I GET A TAX BREAK?

MAYBE. The Inflation Reduction Act (IRA) offers tax credits of up to $7,500 on new EVs, but the rules can be complex. How much you'll get depends on your income, where the car you purchased was manufactured, the country its battery and electrical components came from, and how much it costs. These factors can change, so head to CR.org/evcredits for the latest about tax credits.

There are also federal, state, and local incentives, along with utility company rebates, that can significantly reduce the cost of installing a charger at home.

WHAT TO KNOW ABOUT

CHARGING YOUR ELECTRIC VEHICLE

Where Will I Charge It?

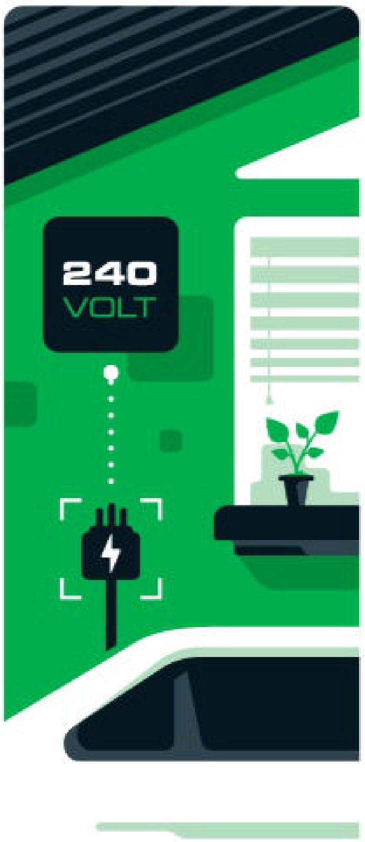
Research from the Department of Energy shows that around 80 percent of EV charging is done at home. That usually means you'll need ready access to a 240-volt EV charger. These are available online through Amazon, Costco, Home Depot, Lowe's, and Sam's Club, among others. The cost is typically $500 to $700. Unless you are pushing the range limit on a daily basis, you won't have to fill your EV up from empty all the way to full very often.

You'll need a professional electrician to install a Level 2 charger. An installation entails putting a special 240-volt outlet, like the ones used for a clothes dryer, in your garage or by your driveway.

You can also hardwire a charger, which may allow for quicker charging. Expect to pay about $500 to $1,200 for the work, plus $500 to $700 for the wall-mounted charging unit. Of course, costs will vary depending on your specific setup. Installing a charger in an older home that needs a wiring upgrade could cost thousands.

If you don't have a garage, don't worry: Nearly all chargers are weatherproof and waterproof and are designed to safely be installed outdoors. But if you don't own your own home and can't get permission to install a charger in your rental, or if you don't have off-street parking at all, you may be unable to install a charging station.

A few EVs, including the Ford F-150 Lightning, Genesis GV60, Hyundai Ioniq 5, Kia EV6, and Rivian R1T, have built-in plugs that can provide short-term electric power for smaller household goods and appliances, such as when camping or tailgating.



What About Using Public Chargers?

Although there are now more than 61,000 U.S. public charging locations, according to the Department of Energy, most of them are Level 2 chargers—like ones installed in homes—and take many hours to fully charge a battery (more on that below).

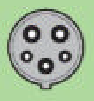
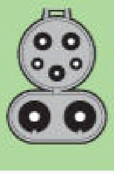
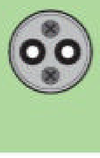
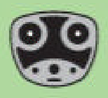
If you're on a long road trip, you'll most likely want to charge at publicly accessible DC fast chargers. These are becoming more common, even if they aren't as ubiquitous or easy to use as gas stations. Most of them are available off major highways or at rest areas.

How easy they are to use can often depend on what kind of vehicle you drive and brand of charger you're trying to use. Tesla owners have access to a wide network of Tesla Supercharger charging stations, and we have found that they make topping up a Tesla seamless, convenient, and relatively quick. Owners of other EVs rely on a patchwork of chargers that aren't always convenient to access, might not always charge rapidly, and usually require the user to fumble through an app or swipe a credit card to activate the charger. (Some—but not all—Tesla Superchargers are opening up to owners of EVs from other brands.) Nissan Leaf owners will have to search for a fast charger with a specific kind of plug, called CHAdeMO, which isn't used by any other new pure EV sold in the U.S.

Plugging in a vehicle can require more physical effort than gassing up a car, too, especially if you have to drag a heavy cord to reach the car's charging port. There's no "full serve" charging stations, and as EVs have their charging ports installed in various different places on the vehicle, not all chargers are conveniently set up for a charging cord to reach the outlet.

Before you go on a trip, download apps that can help, such as those from the Chargepoint and Electrify America charging networks. PlugShare is helpful for locating

THE RIGHT PLUG FOR YOUR EV

Level 1 & 2 J1772	**DC Fast-Charging SAE/CCS Combo**	**DC Fast-Charging CHAdeMO**	**DC Fast-Charging Tesla**
			
This is the North American standard charging plug. It can be used with either 120V (the normal outlet in a house) or 240V outlet, like with a dryer.	This combines the J1772 plug with two DC fast-charging pins. It is the North American standard and can provide an output up to 350kW.	This fast-charging plug was developed by Japanese automakers before the CCS standard. The Leaf is the only car for sale in North America that uses it.	The Tesla fast charger and plug were originally proprietary, although the automaker has recently opened the network to other EVs.

public chargers, too. Some vehicles have charging station data built into their navigation systems, and can send you on a route that includes fast chargers. A Better Route Planner is a great smartphone app alternative that will help you plan trips with included charge stops. Always have a backup plan in case a charger isn't working or takes longer to charge than you expect.

How Long Does It Take to Charge an EV?

If you charge at home, a typical 240-volt, 32-amp (Level 2) charger takes between 9 and 13 hours to fully charge an EV that can go more than 200 miles—about 22 miles per hour of charging, and 30 to 35 miles for a 48-amp charger. A public Level 2 charger charges at the same rate but is appropriate for cases where people might spend a few hours, say, at a restaurant or library or when parked at a train station, taking advantage of the opportunity to top off.

Things get a lot more complex with DC fast chargers, which can typically charge a battery from 20 percent to 80 percent in about a half-hour, on average. Tesla's Superchargers are even quicker, with the speed varying by model, although many of them are open only to Tesla vehicles.

Exactly how fast your EV charges depends on a variety of factors, such as the size of the battery, how fast the car is able to accept the charge, the amperage of the circuit, and even the weather, because EVs will charge slower in cold temperatures.

In theory, chargers that can deliver up to 150 kW of power can add up to 9 miles of range per minute for some vehicles. Chargers that deliver up to 350 kW of power can add about 20 miles of range per minute—but only if the car has a compatible plug and is designed to accept ultra-fast charging.

In other words, if you drive a Ford Mach-E, Kia Niro EV, or Chevrolet Bolt—none of which is designed to accept ultra-fast charging—don't bother searching for a 350 kW charger, because your car can't charge at that speed. Instead, the car will limit the flow of electricity based on the car's max acceptance rate. For the example of the Mach-E, that's 115 kW, which means a 150 kW charger would've been plenty. Although a Porsche Taycan or Hyundai Ioniq 5 can take advantage of the faster chargers, these stations can be harder to find—and in higher demand—than a 150 kW charger.

In addition, big vehicles with big batteries—like the GMC Hummer EV and Ford F-150 Lightning—take longer to charge, just as conventional trucks and SUVs with big fuel tanks take longer to fill.

In our own evaluations, we observed that EVs charge faster at DC charging stations when the battery is low and gradually ramp down the charging speed. We also noticed variations in charging speeds between different locations even within the same network, and that charging often took longer than manufacturers' claims.

CAN ROADSIDE ASSISTANCE HELP ME IF MY EV RUNS OUT OF CHARGE?

AN ELECTRIC VEHICLE gives you plenty of warning before it runs out of range, so if you can't make it to a charger, you'll at least be able to safely pull over to the side of the road. If you find yourself in this jam, many roadside assistance services—including AAA and those offered by automakers and insurers—will tow you home (if it's not too far) or to a charging station. They may even send a mobile charger out to you. Many new EVs come with at least a few months of roadside assistance. Check your car's manual or the automaker's website to see what is covered.

● WHAT TO KNOW ABOUT

DRIVING YOUR EV

What Is an EV Like to Drive?

We've found that most electric cars deliver instant power from a stop, and they are both smooth and quiet when underway, which is very gratifying. Even the most affordable modern EVs can post 0-60 mph times that would put a gas-powered muscle car to shame.

The EV driving experience

can be quite different from a traditional gasoline-fueled car. There's no transmission changing gears, and regenerative braking—which uses the car's momentum as it slows down or coasts to create extra electricity—can start slowing the car down as soon as you take your foot off the accelerator. You can usually adjust how aggressively an EV accelerates or how quickly its regenerative brakes slow the vehicle down.

Many offer what's called "one-pedal driving," where the driver can speed up or slow down just by modulating the accelerator pedal.

Despite their heavy batteries, EVs typically handle well because that battery is positioned low in the vehicle and there isn't a heavy engine over the front axle. Our testers often rave that many new EVs are very enjoyable to drive on our test track, even without the visceral thrum of a gas engine.

Does Temperature Matter?

In cold weather, an EV's range can drop dramatically because of the limitations of battery chemistry and unique power demands, such as managing battery and cabin temperatures. In our tests, we found that cold weather saps between 25 and 32 percent of range when cruising at 70 mph compared with the same conditions in mild weather and warm weather, respectively. Even with air conditioning on, we found that 80-degree weather was optimal for battery range.

Before you drive, you can warm up your car while it's still plugged in. That way, you won't have to use valuable battery capacity to heat up the car's interior, which would reduce range. Warming up your EV while it's plugged in will also keep the battery warm, which makes it easier to accept a fast charge while on the road.

PHOTO: JOHN POWERS/CONSUMER REPORTS

SHOULD YOU CONSIDER A PLUG-IN HYBRID?

IF A PURE EV doesn't fit your lifestyle but you still want to save money on gas and reduce your use of fossil fuels, consider a hybrid or plug-in hybrid (PHEV) vehicle.

Hybrid vehicles combine a battery pack, an electric motor that drives the car at low speeds, and a gas engine that kicks in for higher speeds, climbing hills, or recharging the battery. They offer significant fuel savings and lowered emissions compared with a gas-powered car, and don't ever need to be plugged in. Hybrids make the most sense if you don't have somewhere to charge, or if you frequently drive long distances in places where there aren't EV chargers.

PHEVs can operate on electric power alone for anywhere from 15 miles to 50 miles. Once their battery power is depleted, plug-ins transition from running on mostly electricity to operating as regular hybrids and driving about as far as a regular car. PHEVs can also fill up at gas stations on a long road trip just like a gas-only car, and some PHEVs even qualify for the same federal tax credit as a pure EV.

PHEVs make the most sense for drivers with short, fixed commutes who can plug in every day, and who occasionally need to take a longer road trip. However, unless they are plugged in regularly, PHEVs may not be as efficient as a traditional hybrid. Make sure to look at the "gas only" mileage estimate on a PHEV's window sticker before you buy to see the fuel economy you'll get when your electric charge runs out.

Toyota RAV4 Prime
EV Range:
42 miles
Fuel Economy:
34 mpg

The Best Tires At a Great Price

From all-season to all-terrain, we tell you which tires are best for your ride and your budget

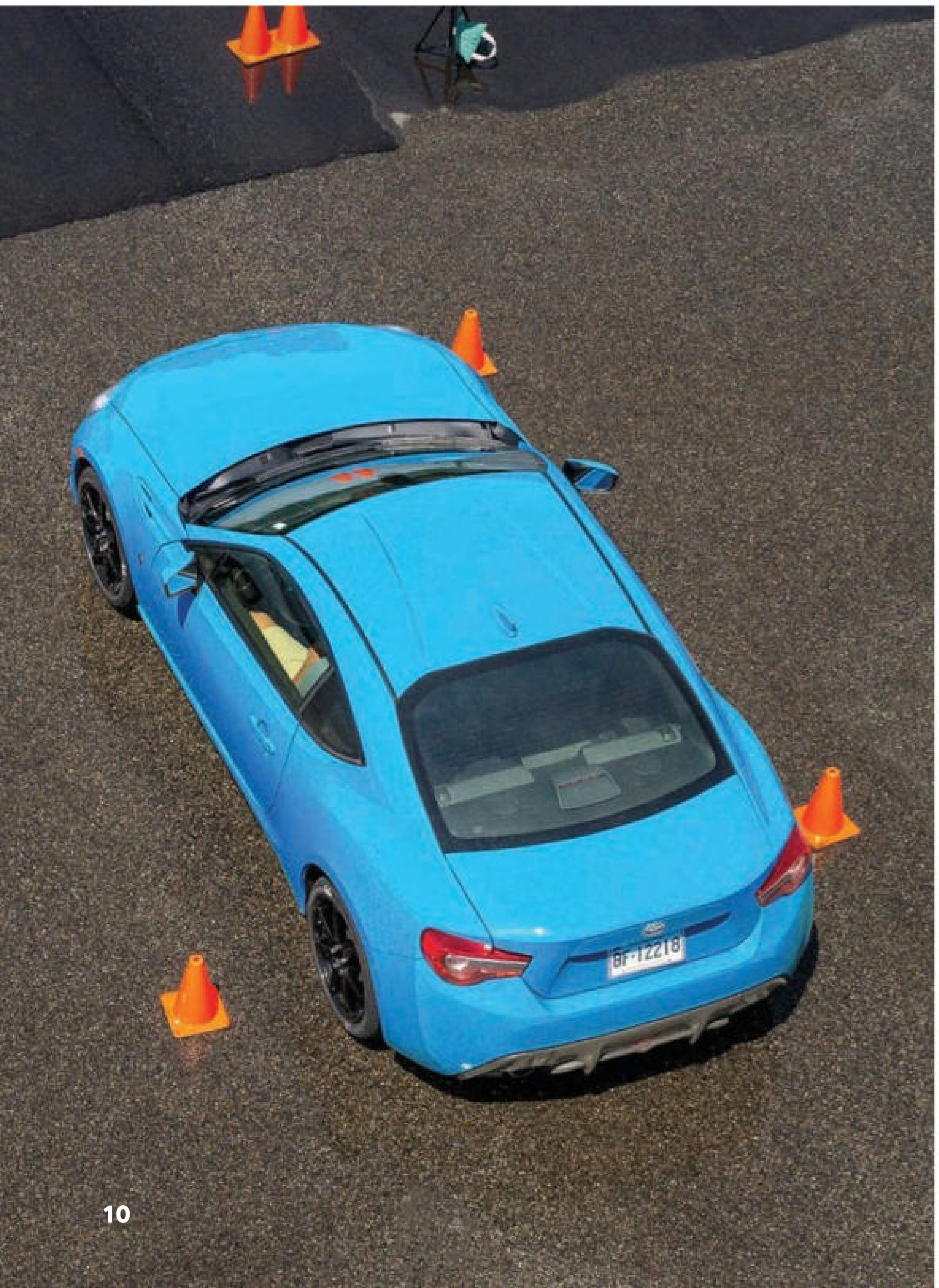
It's hard to overstate how important tires are to safe driving. After all, the contact patch, which is what the part of the tire that touches the road is called, is about the size of an adult's hand. That's all that is connecting the car to the surface you are driving on.

That's why so many consumers in colder climates take the time, make the effort, and spend the money to switch to winter/snow tires to ensure that their vehicles have the best grip possible.

With the inconvenience of swapping tires in mind, some manufacturers have introduced all-weather models designed to perform well in winter conditions and year-round. Some cost more than the average price of the all-season tires they typically replace, but buyers come out ahead by avoiding the cost and hassle of seasonal tire changes.

“The best all-weather tires provide year-round traction that truly combines all-season and winter/snow performance,” says Ryan Pszczolkowski, Consumer Reports' tire-program manager. “Despite the added cost, they typically represent a good value.”

These do-it-all tires offer unique



tread designs and enhanced rubber compounds that increase traction in a broad range of temperatures.

They're different from typical all-season tires mainly because they provide better traction in the snow, as denoted by the same mountain/snowflake symbol on the sidewall that appears on dedicated winter/snow tires.

Money-Saving Tips

Buying replacement tires can be an expensive, confusing experience. You could easily spend $800 or more by the time you add up the cost of four tires plus additional charges for mounting and balancing. And the numerous brands, various categories, and wide range of prices can lead some consumers to rely on a salesperson's recommendation, which isn't always the best way to get a great tire for a great price.

"There are many performance and price factors to consider when shopping for a replacement tire," says Pszczolkowski.

The cost for the replacement tires depends heavily on what type of vehicle they're for. A recent member survey CR conducted found that respondents paid an estimated price of $194 per tire. At $36, car dealerships charged the most for installation per tire, and at $16, Walmart charged the least.

- **Buy a full set.** In a past CR survey, 85 percent of the respondents said they bought a full set of tires rather than just one or two. Replacing all of the tires at the same time ensures an even grip on all four corners of the car and may also entitle you to a manufacturer rebate. Discounts are often about $100 off per set, and they can be found by going to a tire company's website.
- **Look for perks.** This is how many tire retailers distinguish themselves. About 80 percent of CR members reported that they received at least one perk when buying tires or having them installed. The most common ones reported were tire balancing, tire rotation, and tire mounting at no charge. Tire rotation may be among the best one, because it needs to be done about every 5,000 to 7,500 miles and costs about $50 each time.
- **Haggling can work.** Among those who tried negotiating tire prices, 64 percent said they were successful at getting a deal, with a median savings of $100 per set of four tires.
- **Don't wait.** Plan your tire purchase at least a month out, when the tread depth is still 4⁄32 of an inch. This will give you time to find and buy the right tires for your needs and wait for a sale or rebate.

DSP BALANCING
HUNTER
DSP9200
LF

PHOTOS: JOHN POWERS/CONSUMER REPORTS

INSIDE CR'S LABS

Our tire team mounted, balanced, and installed more than 220 tires for testing this year.

TIPS FOR BUYING NEW TIRES

Whether you're buying a new or used car, it's important to consider what type of tires come with it. The ownership experience and performance of a set of all-season car or SUV tires is vastly different from what you'll go through with a set of low-profile, ultra-high-performance summer tires.

- **Make sure your car comes with the right type of tire for your needs.** For example, some vehicles sold in the snow belt may come with summer tires, though they may have a more practical all-season tire option. Such tires will be marked with "M+S," which indicates they have a tread designed to handle modest mud and snow.

For harsh winter weather, consider tires that have a mountain and snowflake symbol on the sidewall, which means they meet an industry standard for snow traction.

- **Tires that are part of a luxury or sports package may be higher-performance ones.** These are usually more expensive to replace and can wear out faster. Tires on large wheels with short sidewalls can also be expensive to replace and give a firm ride. Plus, they can be more prone to damage.

- **Research the full cost of buying replacing tires.** It can take nothing more than a few clicks to research, order, and pay for new tires. But a low online price may not include shipping, and you'll still have to pay to mount and balance the new tires, and dispose of your old ones.

Make sure to factor that in when comparing online prices with a local tire retailer—who may include those services.

For more help with choosing the best tire for your needs, use our exclusive Tire Selector at **CR.org/tires.**

The Tire Type On Your Car

1. ALL-SEASON

A general-purpose tire and the most common type for cars and SUVs.

PROS Good all-around performance, low cost, long tread life.

CONS They may lack the traction of more specialized tire types.

2. ULTRA-HIGH-PERFORMANCE ALL-SEASON

Convenient for year-round use on sporty cars and SUVs.

PROS Excellent braking and handling.

CONS Pricey, limited treadwear, compromised winter grip.

3. ALL-TERRAIN

Built for on- and off-pavement adventures.

PROS Designed to look and be tough; good at clawing through dirt, rocks, and snow.

CONS Can be noisy.

4. WINTER/SNOW

These provide optimum grip in winter weather.

PROS Great traction on ice and snow.

CONS Need to change seasonally, rapid wear, relatively long wet and dry braking distances.

Make Them Last Longer

Longer-lasting tires make safety checks more critical than ever. Many tires can last 50,000 miles or more before they wear out, although heat, potholes, and underinflation can weaken them. Here's how to maximize the mileage you get out of a set of new tires.

- **Check the air pressure each month when the tires are cold.** If they need air, inflate them to the air pressure listed on the placard on the doorjamb or in the owner's manual. Don't use the pressure indicated on the sidewall; that's the maximum amount the tire can hold.

- **Look for cracks, cuts, or bulges in the sidewall or tread.** If found, replace those tires as soon as possible.

- **Check for uneven treadwear,** which typically denotes poor wheel alignment, over- or underinflation, and/or worn suspension components. If found, have the tires and suspension checked by a repair shop.

- **Stay within the vehicle's weight capacity** listed on the doorjamb placard. Overloading will overheat the tires, increasing the chance of a failure.

- **Measure tread depth with a quarter.** If the top of George Washington's head is just visible when the coin is placed upside down in a tread groove, the tread has about a 4/32-inch depth. You'll still have some all-weather grip, but plan to replace the tires soon.

PHOTOS, PREVIOUS SPREAD AND THIS PAGE: JOHN POWERS/CONSUMER REPORTS

Ratings › Top Tires This is where the rubber meets the road, from all-season to ultra-high-performance tires.

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WORSE — BETTER

✓ CR RECOMMENDED

	Brand + Model	Overall Score	Price	Three-Season Driving				Winter Driving		Comfort		Other	
				Dry braking	Wet braking	Handling	Hydroplaning resistance	Snow traction	Ice braking	Ride	Noise	Rolling resistance	Tested tread life (miles)
	ALL-SEASON TIRES												
✓	**Michelin** Defender T+H	67	$179	↑	❙	↑	↑	↑	❙	❙	↑	❙	85,000
✓	**General** Altimax RT43	66	$129	↑	❙	↑	↑	↑	↑	❙	↑	❙	70,000
	Continental TrueContact Tour	63	$139	↑	❙	↑	↑	↑	❙	❙	↑	↓	70,000
	Hankook Kinergy PT	63	$123	↑	↓	↑	↑	↑	❙	❙	↑	↑	85,000
	BFGoodrich Advantage Control All Season	62	$126	↑	↑	↑	⇈	↑	❙	↑	↑	↓	55,000
	Firestone All Season	61	$104	↑	❙	❙	↑	↑	❙	❙	↑	⇈	65,000
	Toyo Extensa A/S II	58	$119	↑	❙	❙	↑	❙	↓	❙	↑	↑	65,000
	Firestone WeatherGrip [1]	58	$134	❙	↓	❙	↑	⇈	↑	❙	❙	❙	55,000
	PERFORMANCE ALL-SEASON TIRES												
✓	**Michelin** CrossClimate2 [1]	74	$179	↑	↑	↑	⇈	⇈	❙	↑	↑	↓	85,000
✓	**Continental** PureContact LS	67	$142	↑	↑	⇈	↑	↑	❙	❙	↑	❙	75,000
✓	**Hankook** Kinergy 4s2 [1]	67	$129	↑	❙	↑	↑	⇈	↑	❙	↓	↑	55,000
✓	**General** Altimax 365 AW [1]	66	$115	❙	❙	↑	↑	⇈	⇈	❙	⇈	↑	60,000
✓	**Vredestein** Quatrac Pro [1]	66	$138	↑	↑	↑	↑	↑	❙	❙	↑	❙	65,000
	Nokian One	65	$123	↑	❙	↑	↑	⇈	❙	❙	↑	❙	65,000
	Goodyear Assurance WeatherReady [1]	65	$170	❙	❙	↑	↑	⇈	❙	❙	↑	❙	70,000
	Nexen N5000 Platinum	63	$116	↑	❙	❙	↑	⇈	❙	↑	↑	↑	55,000
	Pirelli Cinturato P7 All Season Plus II	63	$130	↑	❙	↑	↑	↑	↓	❙	⇈	↑	60,000
	Yokohama Avid Ascend LX	62	$144	↑	❙	↑	↑	↑	↓	↑	↑	❙	70,000
	Yokohama Avid Ascend GT	60	$144	↑	❙	↑	↑	↑	↓	❙	❙	❙	65,000
	Uniroyal Tiger Paw Touring A/S	59	$117	↑	❙	❙	↑	↑	❙	↑	↑	⇊	55,000
	Nokian WRG4 [1]	57	$139	↑	↓	❙	↑	⇈	❙	↑	↑	❙	50,000
	ULTRA-HIGH-PERFORMANCE ALL-SEASON TIRES												
✓	**Michelin** Pilot Sport All Season 4	73	$189	⇈	↑	↑	⇈	↑	❙	↓	⇈	⇊	60,000
✓	**BFGoodrich** g-force Comp-2 A/S plus	73	$159	⇈	↑	⇈	↑	↑	↑	↓	↑	↓	60,000
✓	**Vredestein** HyperTrac All Season	70	$146	↑	❙	↑	⇈	↑	↑	❙	↑	↓	60,000
✓	**Continental** ExtremeContact DWS 06 Plus	70	$158	⇈	↑	↑	⇈	↑	↑	❙	❙	⇊	60,000
	Yokohama Advan Sport A/S +	67	$131	⇈	❙	❙	↑	❙	↑	❙	↑	↓	65,000
	General G-Max AS-05	65	$149	↑	❙	↑	↑	❙	↑	↓	↑	↓	55,000
	Goodyear Eagle Exhilarate	65	$183	↑	↑	↑	⇈	↑	❙	↓	↑	⇊	40,000
	Kumho Ecsta PA51	63	$140	↑	❙	↑	⇈	❙	❙	↓	↑	⇊	50,000
	Bridgestone Potenza RE980+	63	$170	↑	❙	↑	⇈	↑	❙	↓	↑	⇊	55,000
	Cooper Zeon RS3G1	63	$144	↑	❙	↑	⇈	❙	❙	↓	↑	↓	55,000
	Toyo Proxes Sport A/S	60	$159	↑	❙	↑	⇈	❙	❙	↓	↑	↓	45,000
	Hankook Ventus S1 Noble 2	59	$149	↑	❙	❙	⇈	❙	❙	❙	❙	↓	45,000
	Toyo Celsius Sport [1]	58	$189	❙	❙	❙	⇈	↑	↑	↓	❙	↓	50,000
	Atlas Force UHP	57	$101	↑	❙	↑	⇈	↓	❙	↓	↑	↓	50,000

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[1] All-weather tires, which provide increased snow traction compared with all-season tires.

	Brand + Model	Overall Score	Price	Three-Season Driving				Winter Driving		Comfort		Other	
				Dry braking	Wet braking	Handling	Hydroplaning resistance	Snow traction	Ice braking	Ride	Noise	Rolling resistance	Tested tread life (miles)
	ULTRA-HIGH-PERFORMANCE SUMMER TIRES												
✓	**Michelin** Pilot Sport 4s	79	$220	⇈	↑	⇈	⇈	NA	NA	↓	↑	↓	40,000
✓	**Continental** ExtremeContact Sport 02	75	$200	⇈	↑	⇈	⇈	NA	NA	↓	↑	↓	35,000
✓	**General** G-Max RS	73	$144	⇈	↑	⇈	⇈	NA	NA	↓	↑	❙	35,000
	Bridgestone Potenza Sport	72	$189	↑	⇈	❙	⇈	NA	NA	↓	↑	↓	45,000
	Yokohama Advan Apex	71	$143	⇈	❙	⇈	↑	NA	NA	↓	↑	↓	45,000
	Hankook Ventus S1 evo 3	68	$216	⇈	❙	⇈	⇈	NA	NA	↓	↑	↓	35,000
	Firestone Firehawk Indy 500	67	$149	⇈	❙	↑	⇈	NA	NA	↓	❙	↓	45,000
	Sumitomo HTR Z5	66	$147	⇈	↑	↑	↑	NA	NA	↓	↑	❙	35,000
	Toyo Proxes Sport	65	$148	↑	❙	↑	⇈	NA	NA	↓	↑	❙	30,000
	Nexen N'fera SU1	65	$144	⇈	❙	↑	⇈	NA	NA	↓	↑	❙	40,000
	Nitto NT555 G2	59	$154	↑	↓	❙	⇈	NA	NA	↓	↑	⇊	65,000
	WINTER/SNOW TIRES												
✓	**Bridgestone** Blizzak WS90	73	$131	↑	↓	❙	↑	⇈	⇈	↑	❙	❙	NA
✓	**Michelin** X-Ice Snow	73	$177	❙	↓	↓	❙	⇈	⇈	❙	↑	↑	NA
✓	**Continental** VikingContact 7	70	$139	❙	↓	↓	↑	⇈	⇈	↑	↑	↑	NA
✓	**Hankook** Winter i*cept iZ2	69	$113	❙	↓	❙	❙	⇈	↑	↑	❙	⇈	NA
✓	**Goodyear** WinterCommand Ultra	69	$140	❙	↓	↓	↑	⇈	⇈	↑	↑	❙	NA
✓	**General** Altimax Arctic 12	68	$122	❙	↓	↓	↑	⇈	⇈	❙	↑	❙	NA
	Nokian Nordman 7	64	$130	❙	⇊	↓	↑	⇈	⇈	❙	↓	❙	NA
	Nokian Hakkapeliitta R3	64	$177	❙	↓	↓	❙	⇈	↑	↑	↓	↑	NA
	ALL-SEASON SUV TIRES												
✓	**Michelin** CrossClimate SUV [1]	74	$205	⇈	↑	↑	↑	⇈	NA	↑	↑	↑	40,000
✓	**Vredestein** HiTrac	69	$169	↑	❙	↑	↑	⇈	NA	❙	⇈	↑	55,000
✓	**Goodyear** Assurance ComfortDrive	67	$198	↑	↑	↑	↑	❙	NA	❙	↑	❙	80,000
✓	**Kumho** Crugen HP71	66	$139	↑	❙	↑	↑	❙	NA	↑	⇈	↑	55,000
	Pirelli Scorpion Verde All Season Plus II	65	$169	↑	❙	↑	↑	↑	NA	↑	⇈	⇈	45,000
	Falken Ziex CT60 A/S	65	$159	↑	❙	↑	↑	⇈	NA	❙	⇈	⇈	60,000
	Sumitomo HTR Enhance CX2	65	$146	↑	❙	↑	↑	↑	NA	↓	⇈	↑	75,000
	Continental CrossContact LX25	64	$169	↑	❙	❙	↑	↑	NA	↑	⇈	↑	85,000
	Michelin Defender LTX M/S [H]	64	$190	❙	❙	↑	↑	⇈	NA	❙	❙	⇈	90,000
	Sentury Crossover	63	$80	↑	↑	↑	↑	↓	NA	❙	↑	↑	50,000
	Nokian WR G4 SUV [1]	63	$185	↑	❙	❙	↑	⇈	NA	↑	⇈	↑	55,000
	Nokian eNTYRE C/S	62	$159	↑	↓	❙	↑	↑	NA	❙	⇈	↑	60,000
	Hankook Dynapro HP2	61	$159	↑	↓	↑	↑	↑	NA	❙	⇈	↑	85,000
	Nexen Roadian GTX	60	$151	↑	❙	❙	↑	↑	NA	❙	↑	⇈	45,000
	Nitto NT421Q	58	$148	↑	❙	❙	↑	↑	NA	❙	⇈	❙	60,000

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WORSE — BETTER

✓ CR RECOMMENDED

	Brand + Model	Overall Score	Price	Three-Season Driving				Winter Driving		Comfort		Other	
				Dry braking	Wet braking	Handling	Hydroplaning resistance	Snow traction	Ice braking	Ride	Noise	Rolling resistance	Tested tread life (miles)
	ALL-SEASON TRUCK TIRES												
✓	**Continental** TerrainContact H/T	69	$166	↑	○	↑	○	⇈	NA	↑	⇈	↑	95,000
	General Grabber HTS60	62	$166	↑	○	○	↑	↑	NA	○	↑	⇈	75,000
	Michelin Defender LTX M/S [T]	62	$229	○	↓	○	↑	⇈	NA	○	⇈	⇈	80,000
	Laufenn X Fit HT	57	$157	↑	↓	○	↑	↑	NA	○	↑	↑	55,000
	Kumho Crugen HT51	56	$139	↑	↓	○	↑	↑	NA	○	⇈	⇈	55,000
	Bridgestone Dueler Alenza H/L Plus	55	$189	↑	↓	○	↑	↓	NA	○	↑	↑	65,000
	Falken Wildpeak H/T HT02	54	$169	↑	↓	↑	↑	○	NA	○	↑	○	45,000
	Nokian Rotiiva HT	54	$177	↑	⇊	↑	↑	○	NA	↓	↑	↑	60,000
	Firestone Destination LE3	54	$150	○	⇊	↓	↑	⇈	NA	↑	⇈	⇈	60,000
	Hankook Dynapro HT	54	$155	↑	⇊	○	↑	↑	NA	↓	↑	↑	60,000
	Sumitomo Encounter HT	53	$139	↑	⇊	○	↑	○	NA	○	↑	↑	65,000
	ALL-TERRAIN TRUCK TIRES												
✓	**Continental** TerrainContact A/T	62	$166	↑	○	↑	↑	○	NA	○	⇈	↑	55,000
✓	**Michelin** LTX A/T2	61	$222	○	↓	○	⇈	↑	NA	○	○	↑	100,000
✓	**Bridgestone** Dueler A/T Revo 3	60	$233	↑	↓	↑	↑	↑	NA	○	↑	↑	55,000
✓	**Vredestein** Pinza AT	60	$169	○	○	↑	↑	○	NA	↑	↑	↑	75,000
	Cooper Discoverer AT3 4S	58	$171	↑	↓	○	↑	↑	NA	○	↑	↑	60,000
	General Grabber APT	58	$154	↑	○	○	⇈	↑	NA	○	○	○	60,000
	GT Radial Adventuro AT3	58	$144	↑	↓	○	⇈	○	NA	○	↑	↑	40,000
	Mickey Thompson Deegan 38	57	$179	↑	○	○	↑	○	NA	↑	↑	↑	65,000
	Firestone Destination A/T2	57	$168	○	↓	○	↑	↑	NA	○	↑	⇈	60,000
	Toyo Open Country A/T III	57	$195	↑	○	○	↑	↑	NA	○	○	○	60,000
	Falken Wildpeak A/T3W	57	$166	○	○	↑	↑	○	NA	○	○	○	50,000
	Hankook Dynapro AT2	55	$166	↑	↓	○	↑	↑	NA	○	↑	↑	60,000
	Nexen Roadian AT Pro RA8	55	$159	↑	↓	○	↑	○	NA	○	⇈	○	55,000
	Pirelli Scorpion All Terrain Plus	54	$159	○	↓	○	↑	↑	NA	○	↑	↑	55,000
	Nokian Rotiiva AT	54	$166	↑	↓	○	↑	↑	NA	○	↑	↑	50,000
	Sailun Terramax A/T 4S	53	$132	↑	↓	○	⇈	○	NA	○	↑	⇈	40,000
	Maxxis Bravo A/T 771	50	$133	↑	↓	○	↑	↓	NA	○	○	○	50,000
	Nitto Terra Grappler G2	48	$179	○	⇊	○	↑	↑	NA	○	⇊	↑	70,000

› Digital and All Access members can find the latest, complete ratings at CR.org/tires to find the right tires for your car, SUV, or truck.

HOW WE TEST: Overall Score is based on about a dozen tests, with braking, handling, and hydroplaning resistance more heavily weighted for many tires. **Price** is what we paid for the tire in the specific tested size. **Braking** tests on ice are from 10 mph; on dry and wet pavement, from 60 mph. **Handling** combines how well a tire performed in the wet-handling test, steering feel, and an emergency handling maneuver. **Hydroplaning resistance** denotes a tire's ability to resist skimming along the surface of standing water. **Snow traction** tests denote how far a vehicle has to travel to accelerate from 5 to 20 mph on flat, packed snow. **Ride** and **noise** are evaluated subjectively on rough and smooth roads. **Rolling resistance**, as measured by a dynamometer, is a factor in fuel economy. **Tested tread life** indicates wear potential based on our 16,000-mile vehicle driving test.

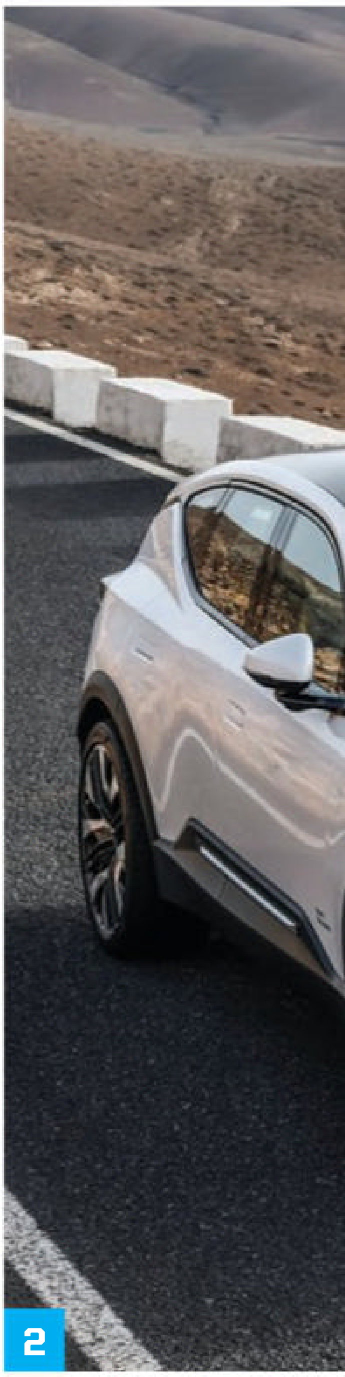
[T] All-weather tires, which provide increased snow traction compared with all-season tires.

COMING ATTRACTIONS

Cool New Cars Ahead

These gas and electric cars, SUVs, and trucks arrive on showroom floors starting this year.

1


2

Honda
PROLOGUE
3

4

● IF YOU'VE BEEN HOLDING OFF on buying a new vehicle, there are some notable models coming that may make you want to wait just a bit longer. These eight vehicles will be on sale soon, with the first arriving this summer. But don't jump on the first year of a model just because it's new. It's wise to wait until we have test and reliability data before buying one of these, all of which we'll test and report on in future issues and on CR.org/cars.

1. 2024 Kia EV9

$50,000-$70,000*
LATE 2023

The electric EV9 three-row SUV has similar dimensions as the Telluride but its longer wheelbase enables more interior space. Plus, Kia's EV platform gives it a flat floor, so it should have more interior space compared with a conventional SUV. Single-motor RWD or dual-motor AWD versions are offered. The dash uses two 12.3-inch screens to create the impression of a single wide display, and the minimized controls look very futuristic.

2. 2024 Polestar 3

$83,900-$89,900
LATE 2023

This two-row midsized electric SUV comes in a dual-motor configuration with AWD. The standard model has 489 hp and an estimated 300-mile range. The step-up model has 517 hp and an estimated 270-mile range. Both use a 111-kWh battery and have a maximum tow capacity of 3,500 pounds. First-year models come with a head-up display along with a generous roster of active safety systems supported by five radar and five external cameras.

3. 2024 Honda Prologue

$48,000-$65,000*
2024

Honda is billing its new Prologue electric SUV, which is being developed with General Motors, as an adventure-ready vehicle. It's sized like the Passport, measuring about 193 inches bumper to bumper. The cabin features an 11-inch digital instrument panel and an 11.8-inch infotainment screen. Both look like tablet computers rather than devices integrated into the dash design. The Prologue will be followed by a wave of Honda EVs based on its new e:Architecture.

4. 2025 RAM 1500 REV

$55,000-$90,000*
LATE 2024

The 1500 REV looks every bit like a next-generation Ram pickup, with many familiar styling cues and features. There's a single 654-hp electric powertrain, with a choice of standard (350-mile range) or large (500-mile range) battery packs. The 800-volt electrical architecture ensures rapid charging at public DC fast chargers. The truck can also route power to a house, the grid, or tools at a worksite. The truck uses an independent rear suspension and will be available with an adjustable air suspension.

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*estimated

5. 2024 Buick Envista

$23,495-$29,695
SUMMER 2023

This all-new model is the first to use Buick's fresh design language, as reflected most directly in the grille, logo, and headlamp design. In photos, the Envista looks like an upscale European SUV coupe. That appearance and low entry price are expected to be the chief draws. But the arched roof and sloping rear suggest that back-seat access and cargo space may be conceded for fashion. Buick estimates that the 1.2-liter, turbo three-cylinder engine and six-speed automatic will return 30 mpg combined in EPA tests. That's a big improvement over the Encore SUV it's replacing, despite being a larger vehicle. Notably, it's only available with front-wheel drive.

6. 2024 Volvo EX90

$75,000-$90,000*
EARLY 2024

Volvo's new seven-passenger, three-row electric SUV promises to push boundaries on the safety front. It will be equipped with cutting-edge technology, including a driver monitoring system that can pull the SUV over and call for help if the driver becomes unresponsive, and a sophisticated lidar sensor to support the EX90's advanced driver assistance systems. Its large 111-kWh battery gives the EX90 a driving range of up to 300 miles, and power is pegged at 496 horses. The minimalist interior gets a massive 14.5-inch center screen, and there's a radar-based occupant detection system to help prevent children from being left unattended inside.

5

7. 2024 Hyundai Kona Electric or Gas

$24,000-$38,000*
SUMMER 2023, FALL 2023

The redesigned Kona will again be sold with gas and electric powertrains. The EV will offer short- and long-range versions, the latter with a 260-mile range. Hyundai says versions with the long-range battery can go from a 10 to 80 percent state of charge in just 41 minutes at public DC fast chargers. The new Kona is slightly larger, gaining an inch in height and width, and growing 7.5 inches in length. That should provide a bit more elbow room as well as cargo space. The EV will have extra storage in the front trunk. The cabin features dual 12.3-inch screens serving as the instrument panel and infotainment display. The regular Kona and sporty N Line go on sale in summer 2023, followed by the Kona EV later in the year.

8. 2024 Chevrolet Equinox EV

$30,000-$48,000*
FALL 2023

Chevrolet adds to its electric offerings with the Equinox EV, a small SUV built on GM's Ultium platform, which combines fast charging with space-saving battery placement. Chevrolet aims for a starting price near $30,000, which will make the Equinox one of the lowest-priced EVs on the market. It will be offered in two configurations: front-drive with 210 hp and 250 to 300 miles of range, and all-wheel drive with 290 hp and 280 miles of range. Several versions will offer different charge rates and features, such as heated rear seats, a 17.7-inch infotainment screen, and hands-free Super Cruise active driving assistance technology. The uplevel RS trim will be the first version on sale.

7

PHOTOS, THIS SPREAD AND PREVIOUS SPREAD: MANUFACTURERS

6

8

* estimated

ON THE ROAD

VEHICLES AT OUR TEST TRACK, THE MOST POPULAR SUVs, AND TOP-RATED SPORTS CARS

What We're Driving at Our Test Track

We look at Honda's newest Accord sedan—including the hybrid version—which we bought to test, all-new models from Hyundai, Mazda, and Toyota, plus a redesigned Subaru.

Hyundai

IONIQ 6

A sleek, quick, and quiet gem of an EV sedan

What We Bought

MODEL SEL

PRICE $52,975

MOTOR 320-hp dual electric motors

TRANSMISSION 1-speed direct drive

DRIVE WHEELS All

THE ALL-NEW Ioniq 6 is based on the same electric-car platform as the excellent Hyundai Ioniq 5, Kia EV6, and Genesis GV60, but in a swoopy body.

It comes standard with rear-wheel drive, and AWD is optional. The RWD versions with the Long Range battery have a 225-hp electric motor, while the dual-motor AWD models produce 320 hp. It's EPA-rated for 270 to 361 miles of driving range, depending on the configuration.

We bought an SEL dual-motor (AWD) version, and here are our first impressions.

What We Like

The single-motor RWD Ioniq 6 lacks the substantial off-the-line thrust that many EVs possess. However, the AWD model is smooth starting up from a stop and there's a lot more burst available should you want it. It also has good punch at highway speeds, where some EVs tend to lose most of their steam.

We like that there's hardly any electric-motor whine, and you hear the tires humming a bit only on back roads with coarse surfaces.

Hyundai has found a nice balance of ride quality and handling ability. The suspension is appreciably firm, which keeps things settled and composed but also very livable in terms of its ability to soak up bumps, even with the large 20-inch wheels fitted. Yet the handling is quite agile.

It's been a struggle for most automakers to make an EV's brakes feel close to "normal"—some even still struggle with their hybrids. But beyond an initial touchiness when you press on the brake pedal at low speeds—for instance, when navigating around a parking lot—the Ioniq 6's brakes deliver a firm and consistent feel.

Plus, we love the regenerative braking system—which slows the car when coasting while sending energy back to the battery—that can be adjusted by using the paddles located behind the steering wheel. Our SEL AWD has a 270-mile range from its 77.4-kilowatt-hour battery. The car can charge at 11 kW at home and can accept up to 235 kW at a public DC fast-charging place, which is commendable.

What We Don't Like

While most of the Ioniq 6's controls are easy to decipher and use, it's baffling as to why Hyundai decided to place the window controls on the center console rather than on the doors, the more traditional location. Then there are the side-mirror adjusters, which are located down low on the left side of the driver's dashboard. That makes them hard to find while driving.

Drivers noted that the rectangular instrument-panel screen is hard to fully view through the round steering wheel, which forced them to tilt the wheel up to a higher position than was comfortable in order to view the entire screen. If they dropped it down into a typical position, the rim of the wheel cut off bits of information.

Although the trunk's opening is quite wide, the actual trunk space appears pretty small. The Ioniq 6's sloping trunk lid certainly has an impact on the overall volume. Also, unlike some EVs, the Ioniq 6 doesn't offer much cargo space in the front trunk.

CR's Take

Our early driving impressions of the Ioniq 6 are quite favorable. Daily EV life is aided by competitive driving range and charging speed. It has enough responsiveness and agility to make it fun to drive—yet the ride is plenty comfortable.

PHOTOS, THIS SPREAD: HYUNDAI

Toyota

GR Corolla

This new hot hatch is both fast and furious

What We Rented

MODEL Circuit Edition

PRICE $44,420

ENGINE 300-hp, 1.6-liter turbocharged three-cylinder

TRANSMISSION Six-speed manual

DRIVE WHEELS All

THE LATEST CREATION from Toyota's in-house motorsports group known as Gazoo Racing pushes the Corolla to rally extremes, with 300-hp, all-wheel drive, and brash styling.

The GR Corolla targets the robust enthusiast culture centered around modifying compact cars. But rather than a random assemblage of go-fast parts, it's a crafted sports car, backed by traditional bumper-to-bumper and powertrain warranties.

We rented a GR Corolla from Toyota to get a taste of how extreme the transformation is, because we won't be testing one.

What We Like

While the three-cylinder turbo engine has just 1.6 liters of displacement, motorsports-honed techniques squeeze 300 hp from it. Consequently, this hot hatch is quite zippy, with good midrange power. Torque is a bit soft at low rpm, but put in the work to keep the revs high and you will be rewarded. From about 3,000 rpm to redline, the engine pulls strongly and sounds invigorating.

That power is sent exclusively through a six-speed manual, with rev-matching to help smooth downshifts. The easy-to-reach shifter feels crisp, with short throws through well-defined gates. The clutch pedal is light and easy to modulate.

The AWD system has several driver-selectable settings to balance the power distribution: 60/40 (front/rear), 50/50, and (our preference) 30/70, which directs most of the power to the rear tires. This made the GR quite entertaining around CR's track, but some drivers longed for more throttle-on oversteer.

The steering is sharp, body roll is limited, and grip is tenacious, even with stability control off. The AWD system and Michelin Pilot Sport 4 tires make for a grippy combination. The car is quite easy to push hard, being more forgiving than other sports cars at that price, yet it was confidence-inspiring when driving quickly on our track in the rain.

Finally, AEB, BSW, and RCTW are standard, proving that advanced safety systems and a manual transmission aren't mutually exclusive.

What We Don't Like

The basic cabin arrangement is similar to the regular Corolla hatchback's. The most notable difference is that the analog gauges have been replaced with a 12.3-inch display that feels a bit low-resolution. In addition, the 8-inch infotainment screen seems a bit small.

While the swanky Circuit Edition features suede-trimmed seats with red accents, along with red trim details to the door handles, center console, steering wheel, and side air vents, there is no escaping that this is the interior from a $20,000 car.

Both the cargo area and rear seat are rather limited. The sloped rear styling severely hampers the ability to carry boxy items, and taller back seat passengers will be cramped, if they fit at all.

With this type of car, a stiff ride is a given. But what's fun for playtime isn't enjoyable for daily use, with the frequent, short, quick pitches and periodic thuds from traveling over a road seam quickly becoming tiresome.

CR's Take

The GR Corolla provides a great starting point for a sport compact car enthusiast, with all the prerequisite styling, strong power, and tenacious grip. Toyota is to be applauded for crafting such an extreme machine. Enthusiasts should appreciate that the automaker offers such a turnkey performance car.

PHOTOS: TOYOTA

Honda

ACCORD

There's nothing fussy or complex about the redesigned sedan

What We Bought

MODEL EX/Hybrid Sport

PRICE $30,705/$32,990

ENGINE 192-hp, 1.5-liter turbo 4-cyl./204-hp, 2.0-liter 4-cyl. hybrid

TRANSMISSION CVT/2-motor CVT

DRIVE WHEELS Front

HONDA'S REDESIGNED 2023 Accord midsized sedan has easy-to-use controls and a roomy interior. It also benefits from all the latest advanced safety features and a history of rock-solid reliability.

For 2023 the Accord Hybrid is no longer a distinct model or trim level. Instead, the Accord's bottom two trims—LX and EX—come with a 1.5-liter four-cylinder turbo, while the top trims are available only with a hybrid powertrain.

We bought an EX turbo and a Sport Hybrid to test. These are our early findings, before we put them through a battery of empirical testing.

What We Like

Step into the Accord and you might feel like you've gone back in time. Every frequently used feature has its own clearly labeled button or knob, and the climate control knobs turn with a satisfying "click," like a rotating bezel on a high-end watch. The entry-level cars get touchscreens surrounded with physical buttons, while the Hybrid Sport's larger screen has an ever-present set of virtual buttons that make it easy to switch back and forth between audio choices.

The thin roof pillars are unobtrusive, and it's easy to check blind spots. Even with its coupelike roofline, the rear side windows are large and useful. The driving position also offers a good view over the hood.

We like the 1.5-turbo and CVT for everyday driving, but it gets loud when revved. The Hybrid, on the other hand, is much more responsive and pleasant with its simulated shifts and initial electric shove.

The Accord is light on its feet, thanks to well-weighted steering that provides some feedback, and the firm ride is composed yet comfortable. But the Sport's 19-inch wheels make for a slightly less-absorbent ride compared with the EX's 17-inch wheels.

Rear passengers will enjoy ample room to stretch out, although taller folks may want more headroom. The cargo area is massive, and a large trunk opening makes it easy to load and unload your bags.

What We Don't Like

Honda groups features into trim levels, creating odd arrangements. While the Hybrid Sport comes with a larger infotainment screen than the EX, it lacks the EX's standard heated seats. You have to step up to the EX-L Hybrid, for $1,645 more, to get heated seats in the hybrid. If you're picky about particular options, there's a chance you'll end up paying for features you don't want or need.

The EX's driver's seat has a shortage of lower-back support. Many of our drivers complained of an ailment they called "numb-butt," caused by driving long distances while poised on a flat seat cushion that lacks padding.

The EX's plain plastic steering wheel is a letdown—even a fake leather covering would feel more pleasant and offer better grip. Other signs of cost-cutting include the hard, flat-black plastic center console, door panels that lack any trim or stitching, and only one seat-back storage pocket.

More road and wind noise comes through than in other sedans in its class—especially in the back seat. The Hybrid sometimes turns the gas engine on just to charge the battery, with the engine noise having no relation to acceleration.

CR's Take

The Accord remains a practical car with clear visibility, user-friendly controls, and functional design, but its interior quality is a bit disappointing.

PHOTOS: HONDA

Mazda

CX-90

Intriguing powertrains, sharp handling, and a top-shelf cabin

What We Rented

MODEL PHEV Premium Plus/ Turbo S Premium Plus

PRICE $58,920/$61,920

ENGINE 323-hp, 2.5L 4-cyl. hybrid/340-hp 3.3L turbo 6-cyl.

TRANSMISSION 8-speed automatic

DRIVE WHEELS All

THE CX-90 IS brand new from the ground up. It uses a new rear-drive-based platform, has Mazda's first-ever inline six-cylinder engine, and has a new eight-speed transmission. Plus, there's a plug-in hybrid model.

The six-cylinder engine comes in two different outputs, and there is also a four-cylinder plug-in hybrid. All three use the new transmission.

We rented two pre-production CX-90s from Mazda to gather some first impressions.

What We Like

The responsive and fluid way the CX-90 handles through corners proves that it was well worth developing the new platform. Its sharp steering delivers good feedback to the driver about tire grip and road texture.

The ride is firm and steady, and we hope the standard 19-inch tires will transmit less bumps than the optional 21-inch ones.

The all-new 3.3-liter in-line six-cylinder is a treat to experience. It really comes alive around 4,000 rpm, delivering a strong flow of silky power along with a good-sounding, polished note. The all-new eight-speed automatic also works sublimely well, with super-smooth upshifts along with mostly bump-free downshifts.

The plug-in hybrid pairs a 2.5-liter four-cylinder with a 173-hp electric motor. We found that all of the parts and pieces work together fairly well.

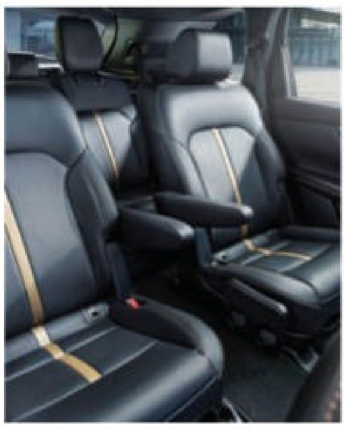
The electric motor is strong enough to power the CX-90 PHEV on its own when driven in a normal fashion, and Mazda says it has an EPA-rated 25 miles of electric driving range.

We came away impressed with the unique design and the high-quality feel inside the cabin of the two top-trim versions we drove. The materials easily outshine those in the Acura MDX and Lexus RX.

While most drivers found the front seats supportive and comfortable, a few longer-legged drivers said thigh support was a bit lacking due to the rather short bottom cushion, and some felt the cushions were a bit too firm.

What We Don't Like

The electronic gear selector physically moves from gear to gear and stays in that position, similar to a traditional gear selector. But its upside-down L-shaped shift pattern is awkward to use. And while the CX-90 goes to Park if you shut it off or open the driver's door while in gear, the selector will stay in the Drive position and the CX-90 won't restart until the driver engages Park.



We like that the climate controls consist of physical buttons and toggle switches. But it's odd that users press down on the buttons to both raise and lower the temperature, rather than lifting the button to make it warmer.

Like other Mazdas, the infotainment system is cumbersome to use and has odd logic. Plus, the screen is designed to be used with the controller dial on the center console, except if you're using Android Auto or Apple CarPlay—then it functions as a touchscreen.

The PHEV is a bit short on oomph when the battery is drained. Accelerating out of a rolling stop can be a bit rough, and the transmission's shifts don't feel as smooth. It also has more electric motor whine than most other PHEVs.

CR's Take

The CX-90 impressed us with its smooth powertrain, responsive handling, and upscale interior. Mazda has elevated its three-row midsized SUV beyond most mainstream models, jumping into the waters of luxury models.

PHOTOS: MAZDA

Subaru

CROSSTREK

Similar looks as before, but with a few new surprises underneath

What We Rented

MODEL Premium

PRICE $29,685

ENGINE 152-hp, 2.0-liter four-cylinder

TRANSMISSION Continuously variable

DRIVE WHEELS All

WHILE THE 2024 Subaru Crosstrek looks a lot like the previous generation, it has an improved chassis, a redesigned interior, engine and transmission refinements, and new standard safety equipment.

It still is maneuverable and practical, with a fuel-efficient four-cylinder engine, and can handle winter weather or let you get to a weekend destination that is a little more remote.

While we're in the process of buying our own Crosstrek, we rented a midlevel 2024 Crosstrek Premium from Subaru, trying it out on long highway slogs and trips to the garden center.

What We Like

We think the new model rides even better than the outgoing one. It soaks up big bumps easily, without transmitting them into the cabin, and impressively keeps the car settled and composed even on a dirt trail.

The Crosstrek does a great job maximizing cargo space, with rear seats that fold completely flat. The cargo mat did a great job containing a spilled bag of mulch, and it's also a great spot for Spot, as Subaru says that about half of Crosstrek owners carry pets.

We had no issues driving on some well-graded dirt roads, and the Subaru did really well on the dips and ruts found on the easier portion of our own rock hill trail.

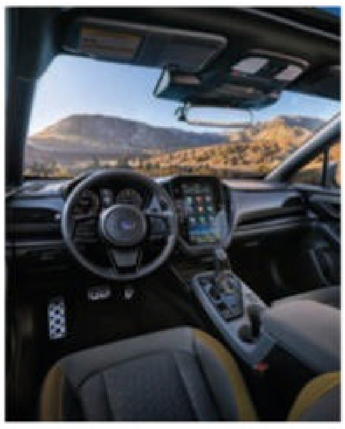
One of the most noticeable improvements is a redesigned driver's seat, which proved comfortable and supportive even on long road trips. Lumbar adjustment is now available as part of an option package on some trims, which is a welcomed addition. It's an easy car to get in and out of, too.

It won't set any lap records at the track, but the 2.0-liter four-cylinder and CVT are well-matched for everyday driving. Higher trims come with a 2.5-liter engine that feels significantly more powerful.

Thankfully, Subaru has made AEB with pedestrian and cyclist detection standard on every Crosstrek.

What We Don't Like

Crosstreks with the 11.6-inch tablet-like user interface lose most of the physical climate buttons and knobs in favor of touchscreen controls. Subaru made some positive refinements, such as putting the driver and passenger climate controls in a single screen and using physical controls for the seat heaters. But setting the climate system on "Auto" requires hunting through menus, and the climate screen covers up the audio and navigation screens.



While the Crosstrek is designed to be a utilitarian vehicle, certain elements of the fit and finish felt plain cheap. For example, the large swath of black plastic surrounding the gear selector was already scratched up, though the car only had a few hundred miles on it. Similarly, the Premium trim now gets a plastic steering wheel as standard equipment; the 2023 model came with a leather-wrapped wheel.

Not only is BSW not available on the entry-level trim but it also costs at least $1,900 to get it on the Premium and Sport trims because it's bundled with luxury goodies. Many competitors make BSW standard.

CR's Take

We think current Crosstrek owners will like the redesigned model. While Subaru didn't make any drastic changes, there are some notable refinements, including a more comfortable power front driver's seat, improved ride comfort, and new technology. We wish buyers didn't have to pay extra to get BSW, however.

PHOTOS: SUBARU

The SUVs Drivers Love the Most

You can't go wrong with these five high-scoring, fuel-efficient, and reliable models. They're ranked in order of popularity among Consumer Reports members.

HONDA CR-V

WORSE — BETTER

✓ CR RECOMMENDED

Honda

CR-V ✓

VITAL STATS

OVERALL SCORE	ROAD TEST	PRICE AS TESTED
83	88	$34,250

TRIM LINE
EX AWD

26 MPG

DRIVETRAIN
190-hp, 1.5-liter turbo 4-cylinder; continuously variable transmission; all-wheel drive

REASONS TO BUY
- Generous interior room
- Short braking distances
- Clear, straightforward controls
- Easy to get in and out of

REASONS TO SKIP
- Engine feels underpowered
- Have to pay extra for BSW and RCTW

BEST VERSION TO GET

The EX is very well equipped, with a full complement of safety gear, a power driver's seat, and a moonroof. The pricier EX-L include leather seats, a power tailgate, and a larger infotainment screen. BSW and RCTW cost extra, however.

PHOTOS, THIS SPREAD: HONDA.

HONDA'S REDESIGN OF the CR-V retains this popular compact SUV's focus on functionality. While ride comfort is better and the controls are easier to use, fuel economy and acceleration have regressed, in part because the CR-V is larger and heavier.

The turbo four-cylinder delivers unobtrusive propulsion when cruising around town, and the continuously variable transmission does a nice job keeping the engine revs low in those situations. But if you need extra acceleration to climb a hill or merge onto a highway, the CVT allows the revs to soar quite high, and the engine takes on a gritty character above 4,500 rpm. We got 26 mpg overall, 2 mpg worse than the last CR-V we tested. We are currently testing the hybrid, which combines a 2.0-liter engine with electric drive.

The ride is on the firm side, although the taut suspension keeps things composed when the road gets rough. We liked the SUV's responsive steering and well-controlled body roll, which make it feel capable and secure through curves.

Most of our drivers appreciated the front seats' ample contouring and good support, although some found the seat to be too narrow. All agreed that the rear seat is roomy and comfortable, a hallmark of the CR-V.

The Honda's boxy shape and large windows make for airy outward views and a generously sized cargo area.

Like in the Civic, the honeycomb-pattern dash vents spruce up what is otherwise a rather plain cabin, though the materials feel sturdy and well made. We found that most controls and the 7-inch infotainment system in the EX trim we tested are easy to use, thanks to physical dials, buttons, and knobs. The 9-inch screen in the EX-L and Sport Touring trims lacks a tuning knob.

AEB with pedestrian detection is standard, but BSW and RCTW aren't available on the base LX.

Safety Term Glossary: AEB automatic emergency braking; **BSW** blind spot warning; **LDW** lane departure warning; **LKA** lane keeping assistance; **RCTW** rear cross traffic warning.

Subaru

FORESTER ✓

VITAL STATS

87	90	$29,341
OVERALL SCORE	**ROAD TEST**	**PRICE AS TESTED**

TRIM LINE	28 MPG	**DRIVETRAIN**
Premium		182-hp, 2.5-liter 4-cylinder; continuously variable transmission; all-wheel drive

REASONS TO BUY

- Fuel economy
- Great visibility all around
- Roomy interior and cargo area
- Easy-to-use controls
- Comfortable ride

REASONS TO SKIP

- Engine can get noisy
- Have to pay extra for BSW and RCTW

THE FORESTER IS a smart, well-executed SUV with a roomy interior, great fuel economy, a comfortable ride, and easy-to-use controls.

While the 2.5-liter engine can only jog the SUV from 0 to 60 mph in 9.2 seconds, the Forester's power delivery is prompt, linear, and free of the lag that plagues some other SUVs. The CVT is more refined and less obtrusive than many competitors', but drivers still hear a pronounced engine buzz under acceleration.

Fuel economy is impressive at 28 mpg overall, which is among the best for a non-hybrid compact SUV.

We found the Forester adept at absorbing road imperfections, and it's one of the more comfortable-riding compact SUVs. And yet it benefits from responsive handling, with limited body roll and quick steering when rounding corners.

The spacious interior has plenty of headroom and the best visibility of any SUV, thanks to slim roof pillars all the way around. Most versions come with a power driver's seat that's comfortable and supportive.

The controls are within easy reach of the driver, and the infotainment system is intuitive to use and responds quickly to inputs.

On the utility front, the split rear seats fold nearly flat. Opening the power liftgate exposes a wide, square-shaped space that can swallow a fair amount of bulky items. There's even enough room with the rear seat folded to fit a bicycle with both wheels on.

The Subaru falters only when it comes to interior refinement. Despite the addition of soft-touch surfaces and nicer buttons and switches, some plastic trim still looks and feels cheap.

AEB with pedestrian detection and AEB highway are standard, but BSW and RCTW aren't available on the base trim and are optional on the Premium. They're standard on all other trims.

BEST VERSION TO GET

The Premium trim is a good place to start because it comes with a power driver's seat, a sunroof, and the All-Weather package, which brings heated front seats. We'd also get the optional BSW and RCTW.

PHOTOS: SUBARU

Toyota

RAV4 ✓

VITAL STATS

72	73	$32,109
OVERALL SCORE	**ROAD TEST**	**PRICE AS TESTED**
TRIM LINE	27 MPG	**DRIVETRAIN**
XLE		203-hp, 2.5-liter 4-cyl.; 8-speed automatic; all-wheel drive

REASONS TO BUY

- Fuel economy

REASONS TO SKIP

- Engine can get noisy
- Stiff ride
- Interior fit and finish feels and looks cheap
- Have to pay extra for BSW and RCTW

BEST VERSION TO GET

The XLE balances price and available feature, and buyers can add a power driver's seat with lumbar support adjustment, heated seats, and a power liftgate. The Weather Prep package adds a heated steering wheel and rain-sensing wipers.

FOR DECADES THE RAV4 set the bar for compact SUVs. While this generation of the RAV4 doesn't score at the top of our ratings, it remains a popular—and reliable—choice.

Toyota last redesigned the RAV4 for 2019, giving it a more rugged appearance. Sadly, some of the design changes come at the expense of passenger and cargo room.

The 2.5-liter four-cylinder and eight-speed automatic powertrain proved both quick and frugal in our tests, with our AWD RAV4 returning 27 mpg overall. Acceleration is brisk for the class at 8.3 seconds from 0-60 mph. However, the engine is noisy and suffers from an irritating drone, and the shifts aren't so smooth.

The hybrid version gets an impressive 37 mpg overall, doesn't suffer from the same unpleasant engine noise, and feels more energetic thanks to the boost from the electric drive.

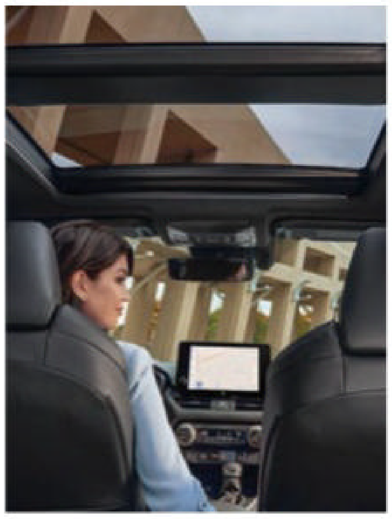
In our tests we found that the RAV4 wasn't able to find an optimal ride and handling balance. The ride tends to feel jumpy over expansion joints and rough pavement. Handling is responsive and secure, and steering response was improved, making the RAV4 a bit more agile.

The driver's seat fits both short and tall people, and it enables a good view out over the hood. Visibility is likewise airy to the sides, but thick rear pillars create significant blind spots.

The padded dashboard has tasteful stitching, and the leather-wrapped steering wheel is a nice touch for the segment. But the interior feels bland, bordering on cheap, thanks to a wealth of hard plastic trim.

Most controls are clear and easy to use except for some tiny buttons located around the infotainment screen. Oddly, most controls on the door are not lit at night, making them hard to find in the darkness.

While both AEB with pedestrian detection and AEB highway are standard, BSW and RCTW are optional on the base trim.



PHOTOS: TOYOTA

Safety Term Glossary: AEB automatic emergency braking; **BSW** blind spot warning; **LDW** lane departure warning; **LKA** lane keeping assistance; **RCTW** rear cross traffic warning.

Subaru

OUTBACK ✓

VITAL STATS

80 **OVERALL SCORE**	89 **ROAD TEST**	$39,572 **PRICE AS TESTED**
TRIM LINE Limited XT	24 MPG	**DRIVETRAIN** 260-hp, 2.4-liter turbo 4-cyl.; continuously variable transmission; all-wheel drive

REASONS TO BUY

- Ride comfort
- Strong, smooth power delivery from turbo engine
- Comfortable and supportive leather seats in XT
- Good driving position
- Excellent visibility

REASONS TO SKIP

- Have to pay extra for BSW and RCTW
- Fussy climate controls
- Infotainment system is slow to respond to inputs

BEST VERSION TO GET

Whether choosing the 2.5-liter or the turbo engine, we would choose the Limited trim for its more supportive leather seats, power passenger seat, and power liftgate. If you choose the Premium, be sure to add the optional BSW and RCTW.

DON'T BE FOOLED by the Outback's raised-wagon styling. It's a comfortable, functional vehicle that's well-suited for daily commutes and weekend adventures. Its size and capabilities make it a viable midsized SUV alternative, and its elevated ground clearance and standard AWD make it ready to take on light off-road duties.

The Outback has a solid feel, with a ride so comfortable that it outshines some luxury SUVs. Handling is responsive and secure, as we were impressed with its performance in our accident avoidance maneuver.

Buyers have a choice of powertrains. While the base 182-hp, 2.5-liter four-cylinder does the job and gets good fuel economy, the engine becomes loud when tasked with providing extra speed. The more refined 2.4-liter turbo transforms the Outback, granting it effortless punch and a quieter demeanor. The continuously variable transmission faithfully mimics traditional gear shifts, and the turbo power masks some of the common CVT quirks—such as revs rising much quicker than the speed. We got 24 mpg overall with the turbo on regular gasoline. A Legacy sedan we tested with the 2.5-liter returned 28 mpg overall.

Overall, the interior has a solid and substantial feel to it, with nicely padded and stitched surfaces throughout.

Our testers like the slightly elevated seating position and slim roof pillars, which combine to give the Outback excellent visibility all around.

The nicely shaped front and rear leather seats offer good comfort and support.

Note that the infotainment system's large, colorful screen is slow to respond to inputs and that drivers must go through multiple steps just to perform some common climate functions.

AEB with pedestrian detection is standard, but AEB highway, BSW, and RCTW are optional on some trim levels.

PHOTOS: SUBARU

Mazda

CX-5 ✓

VITAL STATS

77	77	$31,190
OVERALL SCORE	**ROAD TEST**	**PRICE AS TESTED**

TRIM LINE		**DRIVETRAIN**
Preferred	24 MPG	187-hp, 2.5-liter 4-cylinder; six-speed automatic; all-wheel drive

REASONS TO BUY

- Rides comfortably
- Cabin is quiet
- Responsive handling
- Standard BSW and RCTW
- Nicer interior than most competitors

REASONS TO SKIP

- Compromised side and rear visibility
- Controls are challenging to master
- So-so fuel economy

BEST VERSION TO GET

We like the 2.5 S Preferred, which includes a sunroof and power-adjustable leather front seats. Note that versions above the Preferred include 19-inch wheels and tires, which will compromise ride comfort somewhat.

PHOTOS: MAZDA

THE MAZDA CX-5 stands out in this crowded field for its upscale refinement, sporty handling, notable ride comfort, decent noise isolation, and interior quality.

The base 187-hp four-cylinder and six-speed automatic make for a responsive and easy-to-drive combination. Fuel economy for this generation is just 24 mpg overall, which coincided with improvements in cabin quietness—a trade off we'll take. All-wheel drive is standard, and top trims get a strong, 227-hp turbocharged engine.

Mazda worked wonders smoothing out the ride so that the CX-5 is now one of the most comfortable in the segment. It's supple and controlled, shrugging off bumps easily. Yet point the CX-5 into a turn and it willingly follows the chosen path. Handling is athletic, with responsive steering and an eagerness to tackle corners. The 19-inch tires on higher trims slightly degrade the ride.

Noise isolation is another asset; the CX-5 has one of the quietest cabins in the compact SUV segment.

Step inside and it's immediately apparent that Mazda crafted a fine interior. There are lots of soft-touch bits, detailed stitching, chrome trim, and high-quality plastics that lend class. The comfortable, supportive seats are covered with soft leather. Most controls and knobs operate with a slick fluidity, but Mazda's infotainment system is frustrating to use.

The rear seat is roomy enough, though not as generous as those in the CR-V, Forester, and Hyundai Tucson. Wide-opening doors make it easy for kids and adults to climb inside. The second row is a comfortable space, with backrests that can recline slightly.

Outward visibility is good to the front, though the sloping roofline and chunky rear pillars hamper the rear three-quarter view.

Finally, AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard equipment.

Sports Cars That Top Our Ratings

From strictly two-seat coupes and roadsters to models with extra room to bring along the kids, these five sports and sporty cars top our ratings charts and are recommended.

TOYOTA SUPRA

Ready to carve up winding roads and twisty race tracks.

82	91
OVERALL SCORE	ROAD TEST

Chevrolet

CORVETTE ✓

VITAL STATS

87 **OVERALL SCORE**	**97** **ROAD TEST**	**$77,680** **PRICE AS TESTED**
TRIM LINE 2LT	19 MPG	**DRIVETRAIN** 495-hp, 6.2-liter V8; 8-speed dual-clutch automatic transmission; RWD

REASONS TO BUY

- Strong acceleration
- Race-car-like handling
- Short braking distances and a firm pedal
- Smooth, quick-shifting transmission
- Interior fit and finish

REASONS TO SKIP

- Challenging to get into and out of gracefully
- Poor visibility to the sides and rear
- AEB is not available

BEST VERSION TO GET

Whether you choose the coupe or convertible, we suggest the mid-level LT2 trim to get the upgraded audio system, heated seats, heated steering wheel, adjustable lumbar, and—given the challenging visibility—BSW and RCTW.

PHOTOS, FACING PAGE: SUBARU. THIS PAGE: JOHN POWERS/CONSUMER REPORTS

WITH THE MOVE to a rear/mid-engine layout, the Corvette has become a bargain supercar, with impressive performance numbers and a fun-to-drive nature.

Showcased under the glass rear hatch sits a 6.2-liter V8 that is coupled with a rapid-shifting eight-speed dual-clutch automatic. When pushed hard, the engine sounds glorious and takes just 3.4 seconds to run from 0 to 60 mph. The 19 mpg overall is not that surprising, given the car's quick acceleration.

Handling agility is superb, thanks to immediate steering turn-in response and barely a trace of body roll through corners. The Corvette is a delight when driven with gusto, attacking corners and gobbling up straightaways. We found it quite controllable at its limits.

In the Touring drive mode the ride from the optional adaptive suspension system cushions bumps better than most hard-core sports cars. Switching to Sport or Track modes stiffens up the ride and gives the exhaust a sharper note.

The optional, racy-looking GT2 seats have large, power-adjustable side bolsters that hold you in place through corners, but they can be narrow for some drivers. Those who fit the seats found the firm cushions to be comfortable.

Stowing the removable targa-top roof panel in the rear trunk doesn't leave much room for bags, and the front trunk is small.

The Corvette is so low to the ground that getting in and out could count as your daily yoga routine. Side and rear visibility are practically nonexistent because of thick roof pillars and a tiny rear window. And the long line of climate-control buttons perched on a ledge in between the driver and the passenger are difficult to use when driving.

We're dismayed that FCW and AEB with pedestrian detection aren't available, and that BSW and RCTW aren't standard on the base 1LT trim.

Safety Term Glossary: AEB automatic emergency braking; **BSW** blind spot warning; **LDW** lane departure warning; **LKA** lane keeping assistance; **RCTW** rear cross traffic warning.

Mini

COOPER S ✓

VITAL STATS

OVERALL SCORE	ROAD TEST	PRICE AS TESTED
82	80	$29,945

TRIM LINE	MPG	DRIVETRAIN
S	30	189-hp, 2.0-liter turbo 4-cyl.; 6-speed manual transmission; FWD

REASONS TO BUY

- Agile handling
- Compact size makes it easy to maneuver and park
- Slick-shifting manual transmission
- Impressive reliability

REASONS TO SKIP

- BSW and RCTW aren't available
- Very snug rear seat
- Controls have a significant learning curve
- Noisy cabin and stiff ride

BEST VERSION TO GET

We would choose the quicker, sportier Cooper S over the three-cylinder base car. The midlevel Signature trim can be equipped with an automatic transmission and includes heated seats, a moonroof, and dual-zone climate control.

EVEN THOUGH THE Mini has matured over the years, gaining more conventional controls and high-tech features, its youthful exuberance and fun-to-drive character remain. Incremental improvements to ride and noise isolation as well as modern connectivity are welcome. Rest assured, though, the frisky character and unmatched charm remain intact.

Common options quickly bump the mid-$20,000s base price into the $30,000 range. It comes in a small package, but it's no budget car. The Mini is stylish, sporty, and engaging, particularly in the S version, and it commands a price premium.

The smooth and punchy turbo four-cylinder in the Cooper S is remarkably flexible, pulling strongly at low revs and reducing the need for frequent downshifts, while still returning 30 mpg overall in our tests. The six-speed manual is a joy to shift, and the easy, smooth clutch makes driving a breeze. Skip the base three-cylinder, which sounds whiny and has an uneven power delivery.

Handling has always been the Mini Cooper's forte, and on that front it still shines. It is nimble and sporty to drive, with near-immediate responses and hardly any body lean.

Ride comfort is not a virtue but is improved over previous generations. Only severe bumps make their way into the cabin. Road and engine noise are noticeable, but you don't buy a Mini for its quietness.

The interior is well-done. Buttons, switches, and displays have been rearranged since past generations for more convenience. Audio and phone controls are integrated into the large center screen, controlled by a BMW iDrive-like central controller. It has a learning curve but ultimately proves to be logical.

Unfortunately, AEB highway, BSW, and RCTW aren't offered at all—a major oversight—although AEB with pedestrian detection is standard.

PHOTOS: MINI

WORSE ⏬ 🔽 ● 🔼 ⏫ BETTER

✓ CR RECOMMENDED

Toyota

SUPRA ✓

VITAL STATS

82 **OVERALL SCORE**	91 **ROAD TEST**	$56,115 **PRICE AS TESTED**
TRIM LINE Premium	27 MPG	**DRIVETRAIN** 382-hp, 3.0-liter turbo six-cylinder; 8-speed automatic; RWD

REASONS TO BUY

- Strong acceleration
- Slick-shifting transmission
- Razor-sharp handling
- Short stopping distances

REASONS TO SKIP

- Hard to get into and out of
- Side and rear visibility is challenging
- Stiff ride
- Noisy
- Controls have a learning curve

BEST VERSION TO GET

The Premium trim is a nice upgrade for its heated seats, head-up display, and better audio system. Given the compromised outward visibility, we recommend the optional Driver Assist package with BSW, RCTW, and reverse automatic emergency braking.

AFTER A TWO-DECADE absence, the Toyota Supra name returned to the market on a two-passenger coupe with sharp reflexes, extroverted styling, advanced safety systems, and modern infotainment technology.

This fifth-generation coupe has BMW DNA, drawing much hardware from the Z4 roadster and BMW's parts bin. But the Supra outshines its European cousin, thanks to Toyota's unique tuning. The Supra is wildly entertaining, and the driving experience is far more rewarding than the cold, hard numbers suggest.

Under the hood is a turbocharged six-cylinder BMW engine that delivers robust power on demand and is perfectly orchestrated by the slick, quick-shifting automatic transmission. A six-speed manual is also now available. The rear-drive coupe races from 0 to 60 mph in a scant 4.6 seconds, making it quicker than some V8-powered muscle cars. Plus, we got a commendable 27 mpg overall.

The handling is intoxicating, backed by super-responsive steering. The car can be playful on a track as long as it's in skilled hands. The ride is certainly stiff, as one would expect, but it is much more livable than the ride in the frenetic Z4.

Some athleticism is needed to enter the low-slung cockpit. The driver's space is narrow, and the sense of confinement is heightened by the squat windows all around. There is precious little in-cabin storage or luggage room under the rear hatch.

It seems odd to have a BMW iDrive infotainment system in the car, but it suits the businesslike interior. Sure, abundant road noise enters the cabin, but it is overshadowed by the magnificent mechanical symphony, with a hearty engine roar and exhaust bark with each shift.

While AEB with pedestrian detection is standard, AEB highway, BSW, and RCTW are optional.

PHOTOS: TOYOTA

Safety Term Glossary: AEB automatic emergency braking; **BSW** blind spot warning; **LDW** lane departure warning; **LKA** lane keeping assistance; **RCTW** rear cross traffic warning.

Mazda

MX-5 MIATA ✓

VITAL STATS

82	80	$29,905
OVERALL SCORE	ROAD TEST	PRICE AS TESTED

TRIM LINE
Club

34 MPG

DRIVETRAIN
181-hp, 2.0-liter 4-cylinder; six-speed manual transmission; rear-wheel drive

REASONS TO BUY

- Agile and fun to drive
- One of the best-shifting manual transmissions
- Easy to raise and lower the top
- Eager, willing, and fuel-efficient engine

REASONS TO SKIP

- Can be excruciatingly loud
- Jittery ride
- Tight, low-slung cabin
- Cumbersome infotainment controls
- Pedestrian detection isn't available

BEST VERSION TO GET

While the Club is the best value and performer, the heated leather seats and BSW in the Grand Touring are nice—but its softer suspension hurts handling sharpness.

THE MIATA REMAINS true to its nature of fun, budget-friendly, and reliable performance, thrilling and inspiring hundreds of thousands of buyers since the model first arrived in 1990. With its handling agility, revvy four-cylinder engine, easy-to-fold manual top, and precise manual shifter, it's the quintessential modern roadster.

Yes, it's completely impractical. It seats two, will barely haul a load of groceries, and is loud inside. Yet there isn't a better fun-per-dollar roadster on the market. The steering gives immediate turn-in response, and the Miata remains playful and predictable even at the tire's grip limits.

You'll have all the power you need from the smooth-revving 2.0-liter four-cylinder because the svelte Miata weighs just over 2,300 pounds. And the driving experience is more about the handling, rather than brute power. A frugal 34 mpg overall, albeit on premium fuel, is a bonus.

Sprinting to highway speed is more enjoyable when you work the short, stubby shifter and effortless clutch. While an automatic is available, the purest way to drive a Miata is with the manual transmission.

Think twice about using the Mazda as a daily commuter, particularly at highway speeds. The stiff ride, along with the wind, road, and tire noise that permeates the cabin, will try your patience.

The Miata fits like a shrunken pair of jeans—snug but comfortable. The Club trim's rudimentary seats, which feel designed for weight savings rather than comfort, have minimal padding and adjustability. The leather seats in the Grand Touring are more comfortable.

It's very easy to hit the infotainment system's control knob when shifting, resulting in accidental changes in radio stations or other settings.

AEB, BSW, and RCTW are standard, but pedestrian detection isn't offered.

PHOTOS: MAZDA

Subaru

BRZ ✓

OVERALL SCORE	ROAD TEST	PRICE AS TESTED
78	86	$32,115

VITAL STATS

TRIM LINE	MPG	DRIVETRAIN
Limited	27	228-hp, 2.4-liter 4-cylinder; six-speed manual; rear-wheel drive

REASONS TO BUY

- Satisfying ride and handling balance
- Short braking distances
- Quick acceleration
- Easy-to-use controls

REASONS TO SKIP

- Incessant cabin noise
- Compromised outward visibility
- Difficult to get into and out of
- Vestigial rear seats

BEST VERSION TO GET

We would opt for the Limited because of its stylish and grippy Ultrasuede seats, heated front seats, and larger 18-inch wheels with lower-profile tires, which give sharper turn-in response. Plus, it comes with BSW and RCTW.

SUBARU'S REDESIGNED BRZ is all about driving fun at a modest price. It has pinpoint-precise handling, with a taut suspension, quick reflexes, and a forgiving nature at its limits.

You'd be hard-pressed to find a more alluring car to drive down a twisty two-lane road or spend time lapping a race track. Like its near-twin, the Toyota GR86, the BRZ benefits from a larger, 2.4-liter four-cylinder that makes 23 hp more than the old 2.0-liter. More important, it produces more power down low in the revs and has improved throttle response, both of which make it easier to drive. All this is accompanied by a good 27 mpg overall.

A six-speed automatic is available, but we prefer the driving experience of the six-speed manual, which engages each gear with a satisfying feel.

The ride doesn't beat you up as much as in the GR86. It's still quite firm, but the suspension is just absorbent enough to qualify for daily-driver duty.

However, the unrelenting tire rumble and engine drone get exhausting on highway drives. You sit so close to the ground that any change in the pavement texture—such as a coarse road surface—becomes immediately obvious.

Getting in and out is difficult. You "fall down into" the front seats, and you have to hoist yourself up to get back out. Even small children will find the tiny rear seat uncomfortable.

The controls are simple, with an easy-to-use touchscreen and intuitive buttons and knobs for the climate system.

Cabin storage is scarce, the center armrest sits too far rearward to be usable, and the diminutive trunk dictates traveling light. Outward visibility is challenging because of short windows and thick rear pillars.

Only versions with the automatic transmission get AEB with pedestrian detection. BSW and RCTW are not available on the lower trims, another drawback.

PHOTOS: SUBARU

Safety Term Glossary: AEB automatic emergency braking; **BSW** blind spot warning; **LDW** lane departure warning; **LKA** lane keeping assistance; **RCTW** rear cross traffic warning.

CR'S TEST DATA & RATINGS

STANDOUT MODELS BY CATEGORY, DETAILED RATINGS, VEHICLE REVIEWS, AND TEST DATA

SUBARU FORESTER

Standout Models

Of all the vehicles we've tested at our track recently, these are the top-scoring models across popular categories.

WORSE BETTER

Cars

The best sedans provide practical, economical transportation. Compact and small cars are ideal for urban driving. Hatchbacks are easy to park and great for carrying cargo.

COMPACT ELECTRICS/HYBRIDS

$25,000-$44,000

PROS

Use less fuel (hybrids) or no fuel at all (EVs), fewer emissions, practical, inexpensive to own.

CONS

EVs/hybrids can cost more to purchase up front, EVs have limited driving range and long charging times.

Best EV

Kia Niro EV

Nissan Leaf

Best Hybrids

Toyota Corolla Hybrid

Kia Niro Hybrid

Hyundai Elantra Hybrid

Toyota Corolla Hybrid

82

OVERALL SCORE

SMALL HATCHBACKS

$16,000-$25,000

PROS

Flexibility for cargo or passengers, excellent use of space, fuel economy, easy to park.

CONS

Tend to be noisy, slow acceleration, snug rear seat, stiff ride.

Best Overall

Kia Soul

Toyota Corolla Hatchback

Nissan Kicks

Kia Soul

69

OVERALL SCORE

SMALL SEDANS

$17,000-$25,000

PROS

Easy to park and maneuver, fuel economy.

CONS

Less versatile than hatchbacks, tend to be noisy, slow acceleration.

Best Overall

Toyota Corolla

Mazda3

Honda Civic

Volkswagen Jetta

Mazda3

74

OVERALL SCORE

PHOTO, FACING PAGE: SUBARU. PHOTOS, THIS PAGE: JOHN POWERS/CONSUMER REPORTS; KIA

Cars

Stepping up to midsized and large models brings not only more room and better performance, but typically nicer accommodations and quieter interiors. Luxury models are often powerful, with comfortable, nicely crafted interiors.

MIDSIZED SEDANS

$25,000-$35,000

PROS

Comfortable ride, low noise levels, roomy accommodations, ample power.

CONS

Limited cargo flexibility.

Best Overall

- Toyota Camry
- Nissan Altima
- Kia K5
- Subaru Legacy
- Hyundai Sonata
- Honda Accord

Fuel-Efficient

- Toyota Camry Hybrid
- Honda Accord Hybrid
- Hyundai Sonata Hybrid

Toyota Camry Hybrid

90 OVERALL SCORE

LARGE SEDANS

$35,000-$45,000

PROS

Comfort, roominess, quiet cabin, power, near-luxury fit and finish.

CONS

Lack agility, harder to park.

Best Overall

- Chrysler 300
- Dodge Charger

Chrysler 300

77 OVERALL SCORE

LUXURY SEDANS

$30,000-$115,000

PROS

Quiet cabin, power, handling, seat comfort, fit and finish.

CONS

Fuel economy, expensive to maintain when the warranty ends, some have complex and distracting controls.

Best Compact

- BMW 3 Series
- Audi A4
- Infiniti Q50
- Acura Integra
- Volkswagen Arteon
- Audi A3
- BMW 2 Series Gran Coupe
- Genesis G70
- Lexus IS

Best Midsized & Large

- Lexus ES Hybrid
- Genesis G80
- BMW 5 Series
- Audi A6
- Audi A8

BMW 3 Series

85 OVERALL SCORE

PHOTOS: TOYOTA; CHRYSLER; BMW

⏬ 🔽 ⓘ 🔼 ⏫
WORSE ——— BETTER

Electric Vehicles

Full EVs rely on large battery packs to power their electric motors. Under normal circumstances, it takes between 8 and 10 hours to recharge an EV using a Level 2 (240-volt) connector when the battery is near-empty.

ELECTRICS

$50,000-$85,000

PROS

No tailpipe emissions, less maintenance than conventional vehicles, very quiet, can be recharged at home.

CONS

Often cost more to buy, need to plan charging stops on long trips, long charging times, cold temps reduce driving range.

Best Overall
Kia EV6
BMW iX
BMW i4
Genesis GV60
Tesla Model 3
Hyundai Ioniq 5
Subaru Solterra
Toyota bZ4X

Kia
EV6

91
OVERALL
SCORE

SUVs

Small SUVs blend fuel economy and versatility with more cabin space, easier access, and a taller seating position than sedans. Midsized and large SUVs have additional cargo and passenger room, but fuel economy suffers.

SMALL

$25,000-$40,000

PROS

Versatility, easy to park, agility, fuel economy, access, elevated ground clearance.

CONS

Can have a less-comfortable ride and cost more than a comparable sedan or hatchback.

Best Overall
Subaru Forester
Honda CR-V
Nissan Rogue
Mazda CX-50
Mazda CX-5
Hyundai Tucson
Toyota Corolla Cross
Kia Sportage

Fuel-Efficient
Hyundai Tucson Hybrid
Toyota RAV4 Prime
Kia Sportage Hybrid
Toyota RAV4 Hybrid
Ford Escape Hybrid

Subaru
Forester

87
OVERALL
SCORE

MIDSIZED

$37,000-$50,000

PROS

Versatility, spacious interior and cargo room, ample power, third-row seat in some, composed ride, quiet cabin.

CONS

Can get pricey, handling, fuel economy, challenging to park.

Fuel-Efficient
Hyundai Santa Fe Hybrid
Toyota Highlander Hybrid
Toyota Venza
Kia Sorento Hybrid

Best Overall (Two-Row)
Subaru Outback
Ford Edge
Honda Passport
Chevrolet Blazer
Nissan Murano
Hyundai Santa Fe

Best Overall (Three-Row)
Kia Telluride
Toyota Highlander
Hyundai Palisade
Honda Pilot
Chevrolet Traverse
Subaru Ascent
Volkswagen Atlas

Hyundai
Santa Fe
Hybrid

88
OVERALL
SCORE

PHOTOS: KIA; SUBARU; JOHN POWERS/CONSUMER REPORTS

Luxury SUVs

These models are distinguished by their accommodations, interior quietness, performance, and comfort and convenience features.

ENTRY-LEVEL & COMPACT

$30,000-$50,000

PROS

Plush and quiet cabin, agile, quick acceleration, cutting-edge technology.

CONS

Fuel economy, expensive to maintain, controls can be complex and distracting, costly options.

Best Entry-Level

BMW X1
Mini Cooper Countryman
Audi Q3
Volvo XC40
Buick Encore GX
Lexus NX
Acura RDX
Genesis GV70
Porsche Macan
Buick Envision
Audi Q5

Best Compact

Lincoln Corsair
BMW X3

Energy-/Fuel-Efficient

Lexus NX350h
Lexus UX250h

Lexus NX Hybrid

87

OVERALL SCORE

MIDSIZED

$50,000-$90,000

PROS

Plush accommodations, interior room, strong acceleration, quiet cabin, cutting-edge technology.

CONS

Fuel economy, expensive to maintain, controls can be complex and distracting, costly options.

Best Overall (Two-Row)

BMW X5
Lexus RX
Lincoln Nautilus
Cadillac XT5
Porsche Cayenne

Fuel-Efficient

Lexus RX Hybrid

Best Overall (Three-Row)

Audi Q7
Buick Enclave
Lexus GX
Acura MDX

BMW X5

87

OVERALL SCORE

LARGE

$65,000-$100,000

PROS

Luxurious and quiet cabin, generous passenger and cargo room, advanced technology.

CONS

Fuel economy, expensive to maintain, controls can be complex and distracting, costly options.

Best Overall

BMW X7

BMW X7

82

OVERALL SCORE

PHOTOS, THIS SPREAD: JOHN POWERS/CONSUMER REPORTS

WORSE ⊢——⊣ BETTER

Sports Cars

The best sports cars are quick and have agile handling, while delivering a rewarding driving experience.

PRICE RANGE
$24,000-$100,000

PROS

Fun, quick, agile, stylish.

CONS

Impractical, cramped, rough-riding, noisy, expensive to insure.

Roadsters
- Mazda MX-5 Miata
- Porsche 718 Boxster
- BMW Z4

Coupes/ Hardtops
- Chevrolet Corvette
- Mini Cooper S
- Toyota Supra
- Subaru BRZ
- BMW 230i
- Toyota GR86
- Honda Civic Si
- Audi TT

Chevrolet Corvette

87 OVERALL SCORE

Pickup Trucks

The top pickup trucks are adaptable for work or family duty.

PRICE RANGE
$20,000-$75,000

PROS

Hauling and towing capacities, versatility, off-road ability.

CONS

Fuel-thirsty, bulky size, cargo can be exposed in open bed, high cost.

Best Small
Ford Maverick

Fuel-Efficient
Ford Maverick Hybrid

Best Midsized
Honda Ridgeline

Best Full-Sized
Ram 1500

Ford Maverick Hybrid

80 OVERALL SCORE

Minivans

The vehicles of choice for hauling up to eight passengers and their belongings.

PRICE RANGE
$35,000-$50,000

PROS

Abundant luggage/cargo space, composed ride, quiet cabin, can seat seven or eight passengers.

CONS

Fuel economy for non-hybrids, few offer all-wheel drive.

Best Overall
- Kia Carnival
- Honda Odyssey

Fuel-Efficient
Toyota Sienna

Kia Carnival

84 OVERALL SCORE

ACURA INTEGRA

Vehicle Ratings

Find your next car, minivan, SUV, or pickup truck using our exclusive test results and survey data.

THESE CHARTS PROVIDE a quick reference guide to all the vehicles we have recently tested so that you can see how each matches up with its competitors.

■ **Recommended** vehicles are those that meet CR's stringent testing, reliability, and safety standards. To earn our recommendation, noted with a ✓, vehicles must have a high Overall Score in their category.

■ **The Green Choice** designation, developed in collaboration with the EPA, indicates which cars, SUVs, and minivans are in the top 20 percent of the cleanest-emitting vehicles from their model year. These are identified with a 🌿.

■ **Overall Score** includes the vehicle's performance in our road tests; the latest results from the reliability and owner satisfaction sections of CR's Auto Surveys; the availability of frontal crash prevention systems with pedestrian detection, along with blind spot warning; and, if available, results from crash tests performed by the National Highway Traffic Safety Administration and the Insurance Institute for Highway Safety. For information on safety and crash tests, see page 190.

■ **Price as tested** is the sticker price at the time we bought the tested vehicle.

■ **Survey results** reflect findings from CR's latest Auto Surveys, which are compiled from data reported by CR members. **Predicted reliability** is our forecast of how well a new model is likely to hold up. **Owner satisfaction** is based on the percentage of surveyed CR members who say they would definitely buy or lease their vehicle again.

We use a model's latest three years of data to determine the predictions, provided it hasn't been redesigned or significantly updated. If we have insufficient survey responses, or if a model is all new or redesigned, we use our judgment based on the brand's track record along with similar models to predict reliability and owner-satisfaction ratings.

■ **Road-test score** is based on results from more than 50 objective and subjective tests and evaluations performed at our 327-acre Auto Test Center in central Connecticut.

■ **Overall mpg** is the overall miles per gallon a vehicle achieved in CR's fuel-economy tests, reflecting a mix of city and highway driving. Energy consumption of electric vehicles is shown as a miles-per-gallon equivalent (MPGe) as rated by the EPA.

■ **High and lows** give a summary of a model's notable strengths and weaknesses.

WHY SOME MODELS DON'T APPEAR IN OUR RATINGS

These new or redesigned models will be in road tests in future issues of CR New Cars: the Chevrolet Colorado and Trax; Dodge Hornet; Ford Mustang; Honda CR-V Hybrid; Hyundai Ioniq 6 and Kona; Lexus RZ; Mazda CX-90; Mercedes-Benz EQE, EQE SUV, and GLC; Nissan Ariya and Z; Rivian R1S; Subaru Crosstrek and Impreza; and Toyota Crown and Prius.

PHOTO: ACURA

Ratings > Vehicles

⇊ ↓ I ↑ ⇈ WORSE — BETTER | ✓ CR RECOMMENDED | 🌱 CR GREEN CHOICE

Make + Model	Overall Score	Price As tested	Survey Results Predicted reliability	Survey Results Owner satisfaction	Road-Test Results Road-test score	Road-Test Results Overall mpg	Highs	Lows
CARS: COMPACT ELECTRICS								
✓ **Kia Niro EV** Wind 🌱	79	$42,595	I	↑	84	113[1]	Ride, quietness, braking, no tailpipe emissions.	Driving position, audio/ climate control panel.
✓ **Nissan Leaf** SV Plus 🌱	70	$44,330	I	I	73	104[1]	Quietness, quick acceleration, no tailpipe emissions.	Charging times, limited range, driving position, agility.
Chevrolet Bolt 2LT 🌱	49	$36,165	⇊	I	78	120[1]	Acceleration, agility, quietness, no tailpipe emissions.	Reliability, charging times, brake pedal feel.
Chevrolet Bolt EUV Premier 🌱	45	$43,590	⇊	↑	80	115[1]	Acceleration, ride, quietness, no tailpipe emissions.	Reliability, charging times, no AWD, gear selector.
CARS: SMALL SEDANS								
✓ **Toyota Corolla** Hybrid LE 🌱	82	$25,145	⇈	I	75	48	Fuel economy, ride, controls, reliability.	Acceleration, rear seat, access.
✓ **Toyota Corolla** LE 🌱	77	$24,835	⇈	I	74	36	Fuel economy, ride, controls, reliability.	Rear seat, access.
✓ **Honda Civic** Sport	74	$24,095	↑	I	74	33	Fuel economy, handling, braking, controls.	Noise, stiff ride, access.
✓ **Mazda3** Select	74	$24,115	I	I	77	30	Fit and finish, quietness, braking.	Controls.
✓ **Hyundai Elantra** Hybrid Blue 🌱	73	$24,900	I	I	85	48	Fuel economy, handling, braking, controls.	Access.
✓ **Volkswagen Jetta** SE 🌱	72	$23,325	I	↓	81	34	Fuel economy, controls, relatively roomy cabin.	Low dash vents.
Hyundai Elantra SEL 🌱	65	$23,000	↓	I	79	33	Fuel economy, secure handling, braking, controls.	Reliability, engine noise, ride, access.
Kia Forte LXS	62	$20,165	I	↓	71	34	Fuel economy, controls.	Ride, noise, seat comfort, fit and finish.
Nissan Versa SV 🌱	59	$18,980	I	↓	64	32	Fuel economy, controls, standard active safety features for price.	Ride, engine noise, seat comfort.
Kia Rio S	55	$17,220	I	⇊	64	33	Fuel economy, controls.	Stiff ride, loud cabin, seat comfort, interior room.
Nissan Sentra SV	48	$21,400	⇊	↓	83	32	Fuel economy, ride, handling, braking, controls, rear seat.	Reliability, front seat short on lower back support, foot-operated parking brake, headlights.
CARS: SMALL HATCHBACKS								
✓ **Kia Niro** Hybrid EX 🌱	79	$30,600	I	↑	83	45	Fuel economy, secure handling, hatchback practicality.	Rear visibility, road noise, audio/ climate control panel.
✓ **Kia Soul** EX	68	$25,320	I	I	77	28	Braking, controls, access, passenger space.	Ride, loud engine.
✓ **Toyota Corolla Hatchback** SE 🌱	68	$24,263	I	↓	70	36	Fuel economy, handling, braking, controls.	Ride, engine noise, tight rear seat.
✓ **Nissan Kicks** SV	61	$21,050	I	⇊	67	32	Fuel economy, controls, visibility.	Acceleration, fit and finish, front-seat comfort, agility.
Hyundai Venue SEL	57	$20,720	I	↓	64	32	Fuel economy, braking, controls.	Ride, noise, fit and finish, rear seat, no adjustable seat-belt anchors.
Mitsubishi Mirage ES	35	$16,050	I	⇊	35	37	Fuel economy, turning circle, rear-seat room, hatchback versatility, feature content.	Handling, noise, vibration, acceleration, feels cheap.

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[1] Miles-per-gallon equivalent (MPGe) [2] Miles per gallon while running on gas engine.

	Make + Model		Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
				As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
	CARS: MIDSIZED									
✓	**Toyota Camry** Hybrid LE	🍃	90	$28,949	⌃	⌃	94	47	Fuel economy, ride, controls.	Low stance hurts access.
✓	**Honda Accord** Hybrid Sport	🍃	90	$32,990	⌃	⌃	96	40	Fuel economy, ride, handling, interior room, user friendly controls.	So-so seat comfort and fit and finish.
✓	**Toyota Camry** LE (4-cyl.)		82	$26,364	⌃	⌃	88	32	Fuel economy, braking, ride, controls.	High-rpm engine noise, transmission refinement, low stance hurts access.
✓	**Nissan Altima** 2.5 SV		82	$29,330	⌃	⌄	83	31	Fuel economy, controls, rear seat.	Agility, ease of entry, ride.
✓	**Kia K5** LXS		81	$25,610	⌃	|	84	32	Fuel economy, braking, controls, interior room.	Hesitation from rolling stops, access, no power seat on LXS.
✓	**Honda Accord** EX (1.5T)		80	$30,705	⌃	⌃	85	32	Fuel economy, ride, handling, interior room, user friendly controls, hybrid powertrain.	So-so seat comfort and fit and finish.
✓	**Hyundai Sonata** SEL (2.5L)		80	$26,670	⌃	|	83	31	Fuel economy, secure handling, braking.	Ride, gear selector.
✓	**Subaru Legacy** Premium		80	$27,609	|	|	89	28	Ride, transmission.	Some climate functions require multiple steps.
✓	**Hyundai Sonata** Hybrid SEL	🍃	79	$31,515	⌃	|	81	44	Fuel economy, secure handling, available tech features.	Ride, gear selector, rough shifts.
	Chevrolet Malibu 1LT (1.5T)		62	$26,790	⌄	⌄	81	29	Ride, quietness, controls.	Reliability, raspy turbo engine, front-seat comfort, so-so visibility.
	CARS: LARGE									
✓	**Chrysler 300** Limited (V6)		77	$38,335	⌃	⌃⌃	81	22	Transmission, ride, quietness, seat comfort, fit and finish.	Fuel economy, expensive optional active safety equipment.
✓	**Chrysler 300** C (V8)		76	$45,650	⌃	⌃⌃	81	20	Acceleration, transmission, ride, quietness, seat comfort, fit and finish.	Fuel economy, expensive optional active safety equipment.
✓	**Dodge Charger** R/T Plus (V8)		76	$40,375	⌃	⌃	80	20	V8 sound and power, transmission, easy-to-use infotainment system.	Fuel economy, visibility, access, optional active safety equipment.
✓	**Dodge Charger** SXT (V6)		76	$34,510	⌃	⌃	80	22	Transmission, quietness, ride, interior room, feature content.	Fuel economy, visibility, access, optional active safety equipment.
	CARS: LUXURY SMALL ELECTRIC									
✓	**BMW i4** M50	🍃	84	$73,245	|	⌃	94	96 [1]	Acceleration, braking, handling, front-seat comfort, fit and finish, no tailpipe emissions.	Cramped rear seat, complex controls.
✓	**Tesla Model 3** Long Range	🍃	78	$59,000	|	⌃	82	130 [1]	Instant power, handling agility, front-seat comfort, no tailpipe emissions, driving range.	Stiff ride, distracting controls, rear seat, long charging time, no real blind spot warning.
	Polestar 2 Standard	🍃	53	$62,400	⌄	⌃⌃	72	89 [1]	Acceleration, braking, handling, no tailpipe emissions.	Ride, controls, cramped interior, limited range, long charging time.
	CARS: LUXURY SMALL									
✓	**BMW 330i** xDrive		85	$52,995	⌃	|	87	29	Handling, acceleration, braking, transmission, front-seat comfort, fit and finish.	Controls, overzealous lane keeping assistance.
✓	**Audi A4** Premium Plus		78	$48,890	|	|	88	27	Ride, handling, quietness, transmission, fit and finish, front-seat comfort, reliability.	Controls including gear selector take getting used to, tight rear seat.
✓	**Infiniti Q50** Luxe (AWD)		77	$48,775	⌃	⌄	82	22	Acceleration, agility, braking, visibility.	Fuel economy, cumbersome infotainment system, small trunk.
✓	**Acura Integra** A-Spec		77	$34,395	⌃	⌃	79	31	Fuel economy, handling, controls, hatchback versatility.	Ride, noise, low stance hurts access.
✓	**Volkswagen Arteon** SEL (AWD)		77	$43,475	|	|	89	24	Handling, braking, fit and finish, controls, hatchback versatility.	Engine noise.

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	Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
			As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
	CARS: LUXURY SMALL *Continued*								
✓	**Audi A3** Premium Plus	75	$43,020	|	|	85	31	Fuel economy, handling, acceleration, braking, front-seat comfort, fit and finish.	Tight rear seat.
✓	**BMW 228i xDrive Gran Coupe**	70	$41,345	|	⌃	76	27	Eager powertrain and handling, front-seat comfort, fit and finish.	Access, rear seat, ride.
✓	**Genesis G70** Elite (2.0T, AWD)	70	$43,115	|	⇈	73	23	Handling, controls, fit and finish.	Tight quarters, gear selector, stopping distance.
✓	**Lexus IS300** (3.5L, AWD)	70	$45,345	⌃	|	67	22	Acceleration, braking, fit and finish.	Fuel economy, controls, tight quarters, driving position.
✓	**Volvo S60** (B5, FWD)	70	$47,110	|	|	71	26	Braking, quietness, front-seat comfort, fit and finish.	Ride, controls.
	Cadillac CT4 Premium Luxury (2.0T, AWD)	64	$49,215	⌄	⌄	78	25	Handling, braking, front-seat comfort, fit and finish	Rear-seat room and access, scant in-cabin storage.
	Cadillac CT5 Premium Luxury (2.0T, AWD)	63	$53,520	⌄	⌄	76	24	Handling, braking, front-seat comfort, fit and finish.	Unrefined transmission, engine noise, rear headroom, low dash vents.
	Acura TLX Tech (2.0T, AWD)	61	$45,025	|	⌃	66	23	Acceleration, transmission, front-seat comfort.	Infotainment system, engine and road noise, access, rear seat.
	Mercedes-Benz C300 (4MATIC)	53	$59,770	⌄	|	75	29	Handling, acceleration, front-seat comfort, fit and finish.	Stiff ride, long stopping distances, unintuitive controls.
	Alfa Romeo Giulia Ti (AWD)	52	$48,890	⌄	⌃	71	27	Agility, steering.	Controls, rear seat, limited driver's seat adjustments.
	Mercedes-Benz CLA250 (4MATIC)	48	$44,390	⌄	⌄	66	27	Handling, braking, fit and finish, front-seat comfort.	Ride, controls, hesitation off the line, rear seat, wimpy AC.
	CARS: LUXURY MIDSIZED/LARGE ELECTRICS								
	Mercedes-Benz EQS 580 (4MATIC)	🍃 67	$135,875	⌄	⇈	95	94 [1]	Acceleration, quietness, ride, maneuverability, front-seat comfort, fit and finish, no tailpipe emissions.	Brake pedal feel, driving position, distracting controls.
	Lucid Air Touring	🍃 66	$128,550	⌄	⇈	94	121 [1]	Acceleration, braking, quietness, handling, fit and finish, no tailpipe emissions.	Controls, front access.
	Tesla Model S Long Range	🍃 62	$92,690	⌄	⌃	88	120 [1]	Acceleration, braking, quietness, hatchback versatility, no tailpipe emissions.	Reliability, odd steering wheel shape, controls, access, long charging time, no real BSW.
	Porsche Taycan 4S	🍃 61	$128,520	⌄	⌃	86	77 [1]	Acceleration, ride, handling, front-seat comfort, no tailpipe emissions.	Controls, price, long charging time, limited range, visibility.
	CARS: LUXURY MIDSIZED/LARGE								
✓	**Lexus ES300h**	🍃 86	$49,365	⌃	⌃	91	42	Fuel economy, ride, quietness, front-seat comfort, fit and finish.	Controls, rear seat.
✓	**Genesis G80** Advanced (2.5T AWD)	84	$56,920	⌃	⌃	86	24	Ride, handling, braking, interior room, fit and finish.	Controls, hidden exterior trunk release.
✓	**BMW 530i** xDrive	83	$65,210	|	|	93	26	Ride, quietness, transmission, seat comfort, fit and finish.	Controls have a learning curve.
✓	**Audi A6** Premium Plus (2.0T)	82	$59,390	|	|	91	26	Handling, braking, seat comfort, fit and finish.	Hesitation off the line, scant in-cabin storage.
✓	**Lexus ES350**	81	$48,855	⌃	⌃	83	25	Ride, quietness, front-seat comfort, fit and finish.	Controls, rear seat.
✓	**Audi A8** 3.0T	80	$97,595	|	|	91	21	Ride, quietness, transmission, interior room, seat comfort, fit and finish.	Fuel economy, controls require a learning curve, scant in-cabin storage.
	Lexus LS500 (AWD)	66	$103,899	|	|	68	20	Acceleration, quietness, transmission, driver's seat comfort, fit and finish.	Fuel economy, controls, rear seat space for class, small trunk.

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Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
		As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
CARS: LUXURY MIDSIZED/LARGE *Continued*								
Mercedes-Benz E350 (4MATIC)	61	$69,585	⌄	I	83	24	Agility, braking, quietness, front-seat comfort, fit and finish.	Reliability, controls, tight rear-seat, rear access.
Volvo S90 T6 Momentum (AWD)	56	$61,855	⌄	I	71	23	Seat comfort, fit and finish.	Reliability, ride comfort, coarse engine noise, unintuitive controls.
Maserati Ghibli S Q4	49	$89,010	⌄	⌄	66	19	Exhaust sound, steering feedback, braking, acceleration, transmission, fit and finish.	Fuel economy, ride, initial turbo lag, rear seat, access, touchy brake pedal, fussy gear selector.
SPORTS CARS								
✓ **Chevrolet Corvette** 2LT	87	$77,680	I	⏫	97	19	Acceleration, handling, braking, transmission, fit and finish.	Fuel economy, access, rear and side visibility, no AEB offered.
✓ **Mini Cooper** S	82	$29,945	⏫	I	80	30	Handling, manual shifter, engine sound, reliability.	Rear seat, some controls.
✓ **Toyota Supra** Premium	82	$56,115	I	⌃	91	27	Acceleration, transmission, handling, braking.	Access, visibility, ride, noise.
✓ **Mazda MX-5 Miata** Club	82	$32,715	⏫	⏫	80	34	Agility, manual shifter, fuel economy, easy manual top, reliability.	Ride, noise, tight quarters, cumbersome infotainment system, access.
✓ **Subaru BRZ** Limited	78	$32,115	I	⏫	86	27	Satisfying ride/handling balance, acceleration, braking, controls.	Noisy cabin, minuscule rear seat, difficult to get in and out, compromised outward views.
✓ **Porsche 718 Boxster** (base)	78	$69,790	I	⌃	95	26	Acceleration, handling, braking, fit and finish, quick convertible top that works on the move.	Ride, noise, access, some controls, visibility with closed top, no AEB offered.
✓ **BMW 230i** (RWD)	77	$39,595	I	⌃	85	31	Handling, braking, acceleration, fuel economy, fit and finish, front-seat comfort.	Tight rear seat room.
✓ **BMW Z4** sDrive30i	76	$59,195	I	⌃	86	29	Handling, braking, acceleration, seat comfort, fit and finish, quick top operation.	Ride, visibility, controls, overzealous lane keeping assistance.
✓ **Toyota GR86** Premium	76	$32,206	I	⏫	83	28	Handling, acceleration, braking, controls.	Stiff ride, noise, minuscule rear seat, difficult to get in and out, compromised outward views.
✓ **Honda Civic** Si	74	$28,315	⌃	I	74	32	Handling, shifter, fuel economy, controls.	Ride, noise, access.
✓ **Audi TT** 2.0T	74	$50,600	I	⌃	84	26	Agility, braking, front-seat comfort, fit and finish, hatchback versatility, high-tech features.	Controls take getting used to, ride, access, tiny rear seat, no AEB offered.
Volkswagen Golf GTI SE	65	$36,539	⌄	I	85	28	Handling, acceleration, braking, manual shifter.	Distracting controls.
Dodge Challenger R/T Plus (V8)	64	$40,860	I	⏫	70	20	Braking, exhaust sound, infotainment system, habitable rear-seat, brawn.	Fuel economy, ride, noise, visibility, no AEB offered.
Subaru WRX Premium	63	$33,227	⌄	⌃	83	25	Acceleration, handling agility, braking.	Stiff ride, noisy cabin, slow-responding infotainment screen.
Chevrolet Camaro 2SS (V8)	60	$47,020	⌄	I	85	20	Acceleration, handling, braking, styling.	Fuel economy, visibility, tight interior, low dash vents, no AEB offered.
MINIVANS								
✓ **Kia Carnival** EX	84	$39,470	⌃	⌃	85	21	Smooth powertrain, braking, interior room, controls.	Agility, must remove heavy 2nd-row seats for max cargo capacity.
✓ **Toyota Sienna** XLE 🍃	81	$43,570	⌃	⏫	84	36	Fuel economy, interior room and versatility.	Long stopping distance.
✓ **Honda Odyssey** EX-L	77	$40,300	I	⌃	83	22	Ride, quietness, interior room and flexibility, kid-friendly tech.	Some controls take getting used to.

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Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
		As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
MINIVANS *Continued*								
Chrysler Pacifica Touring L	63	$38,245	↓	│	81	21	Interior space and flexibility, ride, quietness, Uconnect 8.4 infotainment system, access.	Reliability, coarse-sounding engine.
Chrysler Pacifica Hybrid Platinum 🍃	46	$48,380	⇊	│	87	84[1] / 27[2]	Interior space, ride, quietness, Uconnect 8.4 infotainment system, access, fuel economy.	Reliability, Hybrid loses Stow 'n Go seating/cargo flexibility.
SUVs: SUBCOMPACT								
✓ **Toyota Corolla Cross** LE	77	$28,329	⇈	↓	69	28	Fuel economy, braking, access, reliability.	Noisy, feels underpowered, agility, fit and finish.
✓ **Honda HR-V** Sport	73	$28,790	↑	│	70	27	Fuel economy, controls, roomy interior for its size.	Stiff ride, noisy cabin, slow acceleration.
✓ **Chevrolet Trailblazer** LT (1.3T)	70	$28,360	↑	↓	68	27	Fuel economy, interior room, mid-range torque, controls.	Rear and side visibility, agility, front-seat comfort.
✓ **Kia Seltos** S	70	$24,820	│	⇊	73	28	Fuel economy, braking, controls, visibility.	Ride, noise.
Mazda CX-30 Preferred	64	$28,645	│	│	65	27	Fuel economy, fit and finish.	Controls, engine noise, tight quarters, visibility.
Ford Bronco Sport Outer Banks (1.5T)	57	$33,655	↓	│	75	25	Agility, braking, user-friendly controls, character.	Reliability, ride, vibration at low revs, limited seat adjustments.
Mitsubishi Eclipse Cross SE	56	$28,470	│	↓	61	24	Access, rear seat.	Agility, visibility, front-seat comfort, acceleration, cargo space.
Jeep Renegade Latitude	40	$27,525	↓	⇊	56	24	Styling, upscale features.	Reliability, ride, transmission, visibility, front-seat comfort, grabby brakes, idle vibration.
Fiat 500X Pop	38	$26,600	↓	⇊	49	23	Maneuverability, upscale features.	Reliability, ride, transmission, noise, idle vibration, touchy brake pedal, visibility, front-seat comfort.
Volkswagen Taos SE	37	$33,064	⇊	⇊	75	26	Agility, braking, visibility, rear-seat room.	Reliability, uneven power delivery.
SUVs: COMPACT								
✓ **Subaru Forester** Premium	87	$29,341	↑	↑	90	28	Fuel economy, roomy interior, great visibility, easy controls.	Engine noise.
✓ **Honda CR-V** EX (1.5T)	83	$34,250	↑	↑	88	26	Generous interior room, braking, simple controls, easy access.	Slightly underpowered.
✓ **Hyundai Tucson** Hybrid SEL 🍃	83	$33,194	│	↑	94	35	Fuel economy, handling, ride, roomy interior.	Gear selector.
✓ **Toyota RAV4 Prime** XSE 🍃	81	$45,923	│	⇈	85	94[1] / 34[2]	Acceleration, part-time electric driving, fuel economy, ride, controls, reliability.	Long stopping distance, high pitch warning signal in Reverse.
✓ **Nissan Rogue** SV (1.5T)	81	$34,905	↑	↓	81	25	Agility, controls, access.	Idle vibration, low dash vents.
✓ **Kia Sportage** Hybrid EX 🍃	80	$32,905	│	│	85	36	Fuel economy, composed ride, roomy interior, easy access.	Braking, unintuitive gear selector, audio/ climate control panel.
✓ **Mazda CX-50** Premium Plus	78	$38,620	↑	│	78	24	Handling, steering, fit and finish, interior room.	Ride, modest acceleration with the base engine, controls.
✓ **Toyota RAV4** Hybrid XLE 🍃	78	$34,193	↑	│	80	37	Fuel economy.	Ride, fit and finish.
✓ **Hyundai Tucson** SEL (2.5L)	77	$31,969	│	│	85	26	Handling, ride, braking, roomy interior, controls.	Slow acceleration for the class.
✓ **Mazda CX-5** Touring	77	$31,190	↑	│	77	24	Ride, quietness, handling.	So-so rear visibility, controls.
✓ **Kia Sportage** EX (2.5L)	74	$31,220	│	↓	77	25	Roomy interior, secure handling, composed ride, easy access.	Lackluster acceleration, audio/ climate control panel.
✓ **Ford Escape** Hybrid ST-Line Select 🍃	72	$37,175	│	│	85	34	Fuel economy, agility, stopping distance, controls.	Overly sensitive brake pedal.

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[1] Miles-per-gallon equivalent (MPGe) [2] Miles per gallon while running on gas engine.

	Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
			As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
	SUVs: COMPACT *Continued*								
✓	**Mitsubishi Outlander** SE (2.5L)	72	$34,340	▲	●	71	25	Standard third-row seat, transmission, controls.	Ride, darty steering, wind noise, acceleration.
✓	**Toyota RAV4** XLE (2.5L)	72	$32,109	▲	▼	73	27	Fuel economy.	Engine noise, ride, fit and finish.
✓	**Chevrolet Equinox** LT (1.5T)	67	$33,730	●	●	77	25	Interior room, ride, quietness, controls, infotainment system.	Modest acceleration, interior fit and finish.
✓	**Buick Encore GX** Select (1.3T)	65	$33,145	●	▼	68	26	Strong mid-range acceleration, braking, infotainment system.	Engine noise and vibration, rear seat.
	Jeep Cherokee Limited (2.0T)	64	$37,655	●	▼	67	23	Interior room, controls, braking.	Sluggish off the line, uncooperative transmission, ride, agility, engine noise.
	Volkswagen Tiguan SE	59	$31,645	▼	▼	84	25	Generous interior, easy controls, access, visibility.	Reliability, acceleration.
	Ford Escape Active (1.5T)	59	$33,850	▼	▼	74	26	Agility, stopping distance, controls.	Reliability, engine vibration with the 1.5-liter, overly sensitive brake pedal.
	SUVs: MIDSIZED (2-ROW)								
✓	**Hyundai Santa Fe** Hybrid SEL Premium	88	$38,280	▲	●	88	30	Fuel economy, secure handling, braking, interior room.	Gear selector, some controls.
✓	**Subaru Outback** Limited XT	80	$39,572	●	●	89	24	Ride, transmission, seat comfort, driving position, fit and finish, integrated cross bars.	Some climate functions require multiple steps.
✓	**Toyota Venza** XLE 🌿	80	$40,160	▲	▲	79	37	Fuel economy, ease of access.	Controls, visibility, road noise, cargo capacity.
✓	**Ford Edge** SEL (2.0T)	78	$42,610	▲	●	81	22	Quietness, handling, braking, interior room.	Driving position.
✓	**Honda Passport** EX-L	76	$39,937	▲	●	76	21	Acceleration, interior room, quietness.	Ride.
✓	**Chevrolet Blazer** LT (V6)	75	$43,290	▲	●	78	19	Acceleration, braking, transmission, quietness, controls.	Fuel economy, visibility, low dash vents.
✓	**Nissan Murano** SL	74	$42,065	▲	●	74	21	Plush interior, access, easy infotainment system.	Visibility, overly light steering, agility, towing capacity.
✓	**Hyundai Santa Fe** SEL (2.5L)	73	$37,620	●	●	76	24	Secure handling, braking, interior room.	Underpowered base engine, ride, gear selector.
✓	**Volkswagen Atlas Cross Sport** SE (2.0T)	68	$40,580	●	▼▼	77	21	Interior room, access, controls.	Too wide for tight spaces.
	Toyota 4Runner SR5	59	$40,695	▲	▲	53	17	Off-road ability, power-retractable rear window, reliability.	Fuel economy, handling, ride, driving position, fit and finish, access.
	Jeep Grand Cherokee Limited (V6)	55	$50,590	▼	●	73	20	Smooth powertrain, quietness, roomy cabin.	Braking, some controls.
	Ford Bronco Outer Banks (2.7T)	52	$53,505	●	▲	51	18	Off-road ability, acceleration, character.	Fuel economy, braking, wind noise.
	Jeep Wrangler Sahara (4-door)	25	$48,400	▼	●	34	18	Off-road ability, strong powertrain with the V6 engine.	Reliability, fuel economy, stiff ride, lots of wind noise, awkward access.
	SUVs: MIDSIZED (3-ROW)								
✓	**Kia Telluride** EX	87	$40,855	●	▲▲	92	21	Ride, quietness, braking, interior room, controls, well-equipped for price, reliability.	Agility.
✓	**Toyota Highlander** Hybrid XLE 🌿	86	$47,595	▲	▲	86	35	Fuel economy, ride, second-row seats, reliability.	Some engine noise, redesigned infotainment system is less user-friendly.

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✓ CR RECOMMENDED

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Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
		As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
SUVs: MIDSIZED (3-ROW) *Continued*								
✓ **Toyota Highlander** XLE (2.4T)	80	$46,328	↑	↑	82	22	Ride, roomy second-row seats, easy access, reliability.	Turbo four-cylinder isn't as refined as V6, redesigned infotainment system is less user-friendly.
✓ **Hyundai Palisade** SEL	80	$43,415	I	↑	85	21	Powertrain, interior room, access.	Agility, gear selector.
✓ **Honda Pilot** Touring	79	$50,240	I	↑	85	21	Smooth powertrain, ride, braking, roomy interior, third-row seat, user friendly controls.	Agility.
✓ **Chevrolet Traverse** Premier	78	$49,945	I	I	90	20	Ride, roominess, braking, quietness, controls, access.	Cheap manual sunroof shade.
✓ **Subaru Ascent** Limited	76	$43,867	I	I	90	22	Ride, quietness, interior room, visibility, braking, controls, usable third-row seat.	Agility.
✓ **Kia Sorento Hybrid** EX 🌱	75	$40,975	I	I	86	28	Fuel economy, rides better than regular Sorento.	Hesitation when accelerating from a stop.
✓ **Volkswagen Atlas** SEL (V6)	71	$44,165	I	↓	80	20	Accommodations, third-row seat comfort and access, nimbler than size suggests, ride, quietness, controls.	Acceleration trails competition.
✓ **GMC Acadia** Denali	66	$51,585	I	↓	76	19	Quietness, ride, rear-seat room, easy-to-use infotainment system.	Fuel economy, gear selector.
Dodge Durango GT (V6)	63	$43,525	I	↓	78	18	Ride, quietness, transmission, interior space, access, front-seat comfort, usable third-row seat, towing capacity.	Fuel economy, rear visibility, maneuverability.
Jeep Grand Cherokee L Limited (V6)	53	$55,265	↓	I	71	19	Transmission, interior space, roomy third row, towing capacity.	Reliability, fuel economy, acceleration, braking, noisy V6 engine, controls.
Ford Explorer XLT (2.3T)	49	$49,940	⇊	↓	74	21	Agility, controls.	Reliability, ride, transmission's lumpy shifts.
Nissan Pathfinder SL	45	$46,375	⇊	I	81	21	Powertrain, interior room, controls.	Reliability, overly firm ride.
Kia Sorento EX (2.5T)	45	$38,725	⇊	↓	82	25	Controls, acceleration.	Reliability, ride, dual-clutch transmission's low-speed vibration.
SUVs: LARGE								
Ford Expedition MAX Limited	60	$75,430	I	↑	66	16	Quietness, acceleration, controls, interior room.	Fuel economy, ride, handling.
Toyota Sequoia Limited	59	$70,508	I	↑	57	18	Powertrain, towing capacity.	Clumsy handling, jostly ride, long stopping distances, no auto 4WD, tiny third-row seat.
Chevrolet Suburban Premier	55	$74,375	↓	I	69	16	Interior room, seat comfort, ride, quietness, infotainment.	Reliability, fuel economy, braking, gear selector, agility, high step-in, tall hood hurts visibility.
GMC Yukon XL SLT	52	$71,245	↓	I	67	16	Interior room, seat comfort, ride, quietness, infotainment.	Reliability, fuel economy, braking, gear selector, agility, high step-in, tall hood hurts visibility.
Chevrolet Tahoe LT	52	$63,650	↓	I	67	17	Ride, quietness, controls, interior room, seat comfort.	Reliability, fuel economy, gear selector, agility, high step-in, tall hood hurts visibility.
GMC Yukon SLT	52	$65,790	↓	I	67	17	Ride, quietness, controls, interior room, seat comfort.	Reliability, fuel economy, gear selector, agility, high step-in, tall hood hurts visibility.
Jeep Wagoneer Series II	51	$81,630	↓	I	66	15	Ride, quietness, acceleration, interior room, fit and finish.	Fuel economy, agility, braking.
Nissan Armada Platinum	49	$63,020	↓	↓	60	14	Smooth and robust powertrain, quietness, towing capacity, fit and finish.	Fuel economy, agility, unsettled ride.

Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
		As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
SUVs: LUXURY SMALL ELECTRICS								
✔ **Kia EV6** Wind	🍃 91	$52,840	⇈	⇈	90	105 [1]	Acceleration, quietness, braking, handling, no tailpipe emissions.	Poor outward visibility, awkward exterior door handles, split use climate/media controls.
✔ **Genesis GV60** Advanced	🍃 84	$60,220	●	⇈	91	95 [1]	Acceleration, quietness, handling, no tailpipe emissions.	Restricted rear- and side visibility.
✔ **Hyundai Ioniq 5** SEL	🍃 76	$51,020	●	⇈	91	98 [1]	Acceleration, quietness, handling, no tailpipe emissions.	Some large blind spots, awkward exterior door handles.
✔ **Subaru Solterra** Limited	🍃 75	50432	●	⇈	77	102 [1]	Acceleration, no tailpipe emissions.	Slow charging and limited range compared to other EVs, stingy EV-specific displays, no glove box.
✔ **Toyota bZ4X** Limited	🍃 75	51009	●	⇈	77	102 [1]	Acceleration, no tailpipe emissions.	Slow charging and limited range compared to other EVs, stingy EV-specific displays, no glove box.
Tesla Model Y Long Range	🍃 73	$61,190	↓	⇈	90	121 [1]	Handling, acceleration, braking, seat comfort, no tailpipe emissions.	Reliability, ride, controls, no real blind spot warning, limited range, long charging time.
Audi Q4 E-Tron Premium Plus	🍃 67	$60,580	↓	↑	86	95 [1]	Quiet cabin, acceleration, braking, seat comfort, fit and finish, no tailpipe emissions.	Spongy brake pedal, unlit climate controls.
Ford Mustang Mach-E Premium	🍃 66	$55,800	↓	⇈	78	90 [1]	Acceleration, handling, quietness, no tailpipe emissions.	Reliability, fussy door handles, controls, modest range, long charging time.
Volkswagen ID.4 Pro S	🍃 65	$50,870	↓	↑	83	93 [1]	Acceleration, ride, quietness, roomy interior, no tailpipe emissions.	Reliability, controls, unpleasant pedestrian warning sound, brake pedal feel, long charging time.
SUVs: LUXURY SMALL								
✔ **Lexus NX350h**	🍃 87	$47,590	⇈	⇈	84	38	Fuel economy, fit and finish, reliability.	Visibility, annoying electronic door releases, touchy brake pedal, long stops.
✔ **Lincoln Corsair** Reserve (2.0T)	84	$50,870	⇈	●	80	23	Ride, quietness, powertrain, braking, fit and finish, reliability.	Controls.
✔ **BMW X3** xDrive30i	84	$53,745	●	↑	90	24	Handling, braking, transmission, quietness, front-seat comfort, fit and finish.	Controls require a learning curve.
✔ **BMW X1** xDrive28	77	$46,495	●	↑	86	28	Nimble handling, short stopping distances, fuel economy, seat comfort, fit and finish.	Stiff ride, inconsistent power delivery, complex controls.
✔ **Acura RDX** Tech	77	$43,995	↑	↓	80	22	Handing, acceleration, stopping distances, front-seat comfort, fit and finish.	Controls, gear selector, engine noise, brake pedal feel.
✔ **Lexus NX350**	77	$47,765	↑	●	78	25	Fit and finish, braking.	Annoying electronic door releases, gear selector, visibility.
✔ **Genesis GV70** Advanced (2.5T)	76	$51,095	●	⇈	81	24	Ride, handling, transmission, seat comfort, fit and finish.	Controls, rear visibility.
✔ **Audi Q3** Premium Plus	75	$43,940	●	↓	82	23	Handling, braking, seat comfort.	Loud engine, rear visibility.
✔ **Lexus UX250h**	🍃 75	$37,740	↑	●	75	37	Fuel economy, transmission, quietness.	Controls, tight interior, rear seat.
✔ **Mini Cooper Countryman** S	75	$39,535	●	↑	81	25	Handling, braking, powertrain, seat comfort, fit and finish.	Ride, noise, controls.
✔ **Porsche Macan** S	73	$63,290	●	↑	79	19	Handling, powertrain, ride, quietness, braking, front-seat comfort, fit and finish, towing capacity.	Fuel economy, rear visibility, modest cargo area, controls.
✔ **Buick Envision** Essence	73	$43,180	●	↑	77	23	Ride, quietness, braking, infotainment system.	Gear selector, low dash vents, front wheelspin.

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SUVs: LUXURY SMALL *Continued*

Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
		As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
✓ **Audi Q5** Premium Plus	71	$51,570	I	I	82	24	Ride, quietness, seat comfort.	Gear selector, controls require a learning curve.
✓ **Infiniti QX50** Essential	69	$51,380	I	⇊	75	22	Quietness, fit and finish, braking.	Confusing controls, short on agility.
✓ **Volvo XC40** T5 Momentum	68	$41,510	I	I	70	24	Interior ambience, comfortable front seats.	Stiff ride, controls, annoying gear selector, engine noise.
Volvo XC60 T5 Momentum	64	$50,040	↓	I	77	23	Seat comfort, fit and finish, braking.	Reliability, stiff ride, maddening controls.
Maserati Grecale GT (2.0T)	59	$77,845	↓	↑	83	24	Acceleration, braking, agility, fit and finish.	Unintuitive gear selector.
Cadillac XT4 Premium Luxury	58	$49,430	↓	↓	76	23	Handling, transmission, braking, fit and finish, front-seat comfort.	Reliability, engine noise, ride.
Mercedes-Benz GLB250	56	$47,435	↓	⇊	81	26	Handling, braking, acceleration, fit and finish.	Controls, low and flat rear seat.
Alfa Romeo Stelvio Ti	54	$52,040	↓	I	74	24	Handling, style.	Controls, visibility, tight rear seat, limited seat adjustments, overly touchy brake pedal.
Mercedes-Benz GLA250	53	$43,475	↓	⇊	75	27	Acceleration, handling, fuel economy, fit and finish.	Controls, rear and side visibility.
Land Rover Range Rover Velar S	50	$59,503	↓	↓	74	21	Handling, fit and finish.	Stiff ride, distracting controls, visibility, fuel economy, brand reliability.
Jaguar E-Pace SE	49	$48,070	↓	↓	67	21	Handling, fit and finish.	Uneven power delivery, ride, visibility, controls.
Jaguar F-Pace Prestige	48	$53,895	↓	↓	69	20	Agility, acceleration, braking, transmission, rear seat.	Ride, noise, rear visibility, so-so infotainment system, wimpy A/C.
Land Rover Range Rover Evoque SE	43	$56,997	↓	↓	56	20	Front-seat comfort, fit and finish, agility, braking.	Ride, controls, visibility, hesitation off the line, brand reliability.

SUVs: LUXURY MIDSIZED ELECTRICS

Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
		As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
✓ **BMW iX** xDrive50 🌿	87	$92,695	I	↑	97	86[1]	Ride, quietness, acceleration, seat comfort, fit and finish, no tailpipe emissions.	Confusing controls, long charge times.
Mercedes-Benz EQS SUV 450 🌿	63	$111,580	↓	↑	89	77[1]	Ride, quietness, acceleration, braking, seat comfort, fit and finish, no tailpipe emissions.	Distracting controls.
Audi Q8 E-Tron Premium Plus 🌿	63	$80,450	↓	I	91	74[1]	Ride, quietness, acceleration, seat comfort, fit and finish, no tailpipe emissions.	Long charging times.
Jaguar I-Pace HSE 🌿	58	$86,841	↓	↓	82	76[1]	Acceleration, handling, quietness, fit and finish, no tailpipe emissions.	Controls, long charging time, limited range, brake pedal feel, brand reliability.
Tesla Model X Long Range 🌿	52	$109,200	↓	↑	72	102[1]	Acceleration, handling, front-seat comfort, fit and finish, no tailpipe emissions.	Reliability, limited range, long charge times, fussy doors, ride, wind noise, rear visibility, controls, no real blind spot warning.

SUVs: LUXURY MIDSIZED (2-ROW)

Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
		As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
✓ **BMW X5** xDrive40i	85	$68,730	I	↑	94	23	Ride, quietness, acceleration, transmission, braking, seat comfort, fit and finish.	Controls require a learning curve.
✓ **Lexus RX350h** Premium+ 🌿	86	$59,955	↑	⇈	86	34	Fit and finish, rear seat room, fuel economy.	Rear/side visibility, unintuitive controls, louder gas engine.

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[1] Miles-per-gallon equivalent (MPGe) [2] Miles per gallon while running on gas engine.

	Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
			As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
	SUVs: LUXURY MIDSIZED (2-ROW) *Continued*								
✓	**Lexus RX350** Premium+	81	$55,595	▲	▲	79	24	Fit and finish, rear seat room.	Rear/side visibility, unintuitive controls, louder turbo engine.
✓	**Lincoln Nautilus** Reserve (2.7T)	79	$54,945	▲	❙	78	18	Ride, handling, quietness, acceleration, fit and finish.	Fuel economy, gear selector.
✓	**Porsche Cayenne** Base	70	$79,280	❙	▲▲	84	21	Handling, quietness, fit and finish, seat comfort.	Controls, ride, uneven power delivery.
✓	**Cadillac XT5** Luxury	67	$51,025	❙	❙	75	20	Plush interior, seat comfort, quietness, reliability.	Stiff ride, unintuitive gear selector, visibility.
	Genesis GV80 Advanced (3.5T)	64	$65,775	▼	▲	75	18	Acceleration, transmission, handling, braking, quietness, fit and finish.	Reliability, fuel economy, controls.
	Land Rover Range Rover Sport SE	58	$92,170	▼	▲	81	20	Supple ride, quiet cabin, fit and finish, seat comfort, agile handling.	Complicated controls.
	Mercedes-Benz GLE450	53	$75,090	▼	❙	76	20	Acceleration, quietness, seat comfort, fit and finish.	Reliability, controls.
	Land Rover Defender SE	44	$70,710	▼	▼	57	18	Acceleration, off-road ability.	Fuel economy, braking, controls, agility, step-in height, rear visibility.
	Land Rover Discovery Sport SE	44	$49,895	▼	▼	57	21	Access, rear seat, some off-road ability.	Transmission, uneven power delivery, ride, handling, controls, rear visibility.
	SUVs: LUXURY MIDSIZED (3-ROW)								
✓	**Audi Q7** Premium Plus (3.0T)	81	$71,010	❙	▲	87	20	Powertrain, quietness, agility, fit and finish, front- and second-row seat comfort.	Controls have a learning curve.
✓	**Buick Enclave** Premium	76	$55,680	❙	❙	82	18	Ride, braking, quiet, interior room, powertrain, infotainment system.	Fuel economy, gear selector.
✓	**Lexus GX460**	75	$58,428	▲▲	▲	66	17	Powertrain, quietness, ride, fit and finish, front-seat comfort, off-road ability, towing, reliability.	Fuel economy, agility, tight third-row seat, side-hinged tailgate.
✓	**Acura MDX** Tech	74	$55,125	▲	▲	74	20	Smooth powertrain, front- and rear-seat comfort, fit and finish.	Controls, braking, must get top trim for some luxury features.
	Infiniti QX60 Luxe	62	$59,835	▼	❙	81	21	Ride, quietness, acceleration, fit and finish.	Long wet stopping distances.
	Cadillac XT6 Premium Luxury	61	$62,515	▼	❙	76	18	Ride, quietness, transmission.	Fuel economy, limited seat adjustments, missing some luxury features, brand reliability.
	Volvo XC90 T6 Momentum	60	$56,805	▼	❙	80	20	Quietness, seat comfort, fit and finish, visibility, braking, powerful high-beam headlights.	Reliability, stiff ride, unintuitive controls.
	Lincoln Aviator Reserve (3.0T)	46	$64,920	▼▼	❙	78	19	Acceleration, handling, quietness, fit and finish, ride, cargo room.	Reliability, fuel economy, controls, gear selector.
	Land Rover Discovery HSE	46	$69,260	▼	▼	65	17	Acceleration, ride, quietness, front-seat comfort, fit and finish.	Fuel economy, agility, controls, low rear seat, third-row access.
	SUVs: LUXURY LARGE								
✓	**BMW X7** xDrive40i	82	$84,095	❙	❙	90	22	Ride, quietness, acceleration, transmission, seat comfort, fit and finish.	Controls require a learning curve.
	Mercedes-Benz GLS450	58	$89,030	▼	❙	82	20	Powertrain, ride, quietness, seat comfort, fit and finish.	Reliability, controls.
	Cadillac Escalade Premium Luxury	57	$98,740	▼	❙	72	16	Ride, quietness, powertrain, acceleration, fit and finish, seat comfort.	Fuel economy, handling, tall hood cuts front visibility.

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Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
		As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
SUVs: LUXURY LARGE *Continued*								
Lincoln Navigator Select	57	$86,480	○	↑	58	16	Quietness, powertrain, second- and third-row seat room.	Fuel economy, front-seat comfort, gear selector, clumsy handling.
Infiniti QX80 Luxe	49	$63,395	↓	↓	62	15	Powertrain, quietness, rear seat, fit and finish, cargo capacity, towing, off-road capability.	Fuel economy, handling, access.
PICKUP TRUCKS: SMALL								
✓ **Ford Maverick** Hybrid Lariat 🌿	80	$32,925	↑	⇈	82	37	Fuel economy, visibility, access, controls, short stopping distances on dry pavement.	Cabin quality.
✓ **Ford Maverick** XLT (2.0T)	78	$29,965	↑	↑	78	23	Ride and handling, maneuverability, visibility, access, controls.	Noise, cabin quality.
Hyundai Santa Cruz SEL Premium	64	$37,290	↓	↑	77	24	Acceleration, drives like a car, controls.	Small bed, rear visibility.
PICKUP TRUCKS: MIDSIZED								
✓ **Honda Ridgeline** RTL	76	$36,480	○	↑	83	20	Ride, quietness, clever in-bed storage and dual-mode tailgate.	Low towing capacity, shallow bed.
Ford Ranger XLT	54	$40,355	○	○	55	20	Maneuverable size.	Ride, controls, high step-in.
Nissan Frontier SV	52	$40,630	↓	↓	67	18	Braking, transmission, controls.	Reliability, ride, tight rear seat, no telescoping steering column.
Toyota Tacoma SR5 (V6)	52	$34,364	↑	○	42	19	Resale value, off-road capability.	Ride, handling, braking, noise, driving position, seat comfort.
Jeep Gladiator Sport	36	$46,405	↓	○	52	18	Powertrain, towing capacity, character.	Reliability, handling, wind noise, awkward window controls.
PICKUP TRUCKS: FULL-SIZED								
✓ **Ram 1500** Big Horn (5.7L V8)	68	$53,120	○	↑	83	17	Ride, quietness, transmission, cabin room, controls.	High step-in.
✓ **Ram 1500** Big Horn (diesel)	68	$54,310	○	↑	83	23	Fuel economy, ride, transmission, cabin room, quietness, controls.	High step-in.
Ford F-150 Lightning Lariat 🌿	65	$80,889	↓	↑	89	70 [1]	Acceleration, quietness, creative storage spaces, no tailpipe emissions.	Distracting controls, long stopping distances.
Rivian R1T Launch Edition 🌿	63	$74,500	↓	⇈	87	70 [1]	Acceleration, handling, quietness, creative storage spaces, no tailpipe emissions.	Intrusive regenerative braking, unintuitive controls, awkward exterior door handles.
Toyota Tundra SR5 (3.5T)	61	$53,393	↓	↑	71	17	Quietness, cabin room, cceleration, controls.	Reliability, ride, agility, high step-in.
Ford F-150 XLT (2.7T)	58	$55,535	↓	↑	75	19	Quietness, cabin room, cceleration, controls.	Reliability, ride, agility, high step-in.
Nissan Titan SV (V8)	55	$44,370	↓	↓	70	16	Acceleration, braking, roomy cab, light tailgate.	Reliability, fuel economy, ride, fit and finish.
Chevrolet Silverado 1500 LT (5.3L V8)	50	$50,225	⇊	○	78	17	Interior room, deep bed, quietness.	Reliability, step-in height.
Chevrolet Silverado 1500 LT (diesel)	50	$53,655	⇊	○	78	23	Fuel economy, interior room, deep bed, quietness.	Reliability, long stopping distances, step-in height.
GMC Sierra 1500 SLE (5.3L V8)	50	$52,100	⇊	○	78	17	Interior room, deep bed, uietness.	Reliability, step-in height.
GMC Sierra 1500 SLE (diesel)	50	$55,100	⇊	○	78	23	Fuel economy, interior room, deep bed, quietness.	Reliability, long stopping distances, step-in height.
Ford F-150 Hybrid Lariat (3.5H)	45	$69,935	⇊	↑	79	20	Quietness, cabin room, controls, acceleration, hybrid's generator.	Reliability, ride, agility, high step-in.

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[1] Miles-per-gallon equivalent (MPGe) [2] Miles per gallon while running on gas engine.

User's Guide to Vehicle Reviews

On the following pages, you'll find reviews, key ratings, and information for the 252 models featured in this book, covering all 2023 and some early 2024 models. Use these reviews, along with the vehicle ratings (on page 44) and our data charts (on page 184), to narrow your choices.

How to Read the Reliability Charts

These charts are based on owner data from our Annual Auto Surveys. The **Overall Reliability** rating indicates how many problems a model has had compared with the average problem rate for vehicles of the same model year.

We derive this from CR members, who reported on any problems they had with their vehicles during the 12 months prior to the survey that were considered serious because of cost, failure, safety, or downtime. Our calculations give extra weight to the areas of engine, major; engine cooling; transmission, major; and drive system because they can be serious and expensive to repair.

The reliability of a 2023 model is taken from the average of a model's **Overall Reliability** for the newest three years, provided the vehicle did not change significantly in that time and hasn't been redesigned for 2023. Several model years' data are a better predictor than the most recent model year.

One or two years' data may be used if the model was redesigned in 2022 or 2021, or if there were insufficient data for more years. We include a prediction for a new or redesigned model based on its reliability history or the manufacturer's track record.

To see a model's individual strengths and weaknesses, look at the scores in the **Trouble Spots,** which are based on the percentage of respondents who reported problems in each trouble spot compared with the average model for that year.

Models that score a ⏬ are not necessarily unreliable but have a higher rate of problems than the average model. Similarly, models that score a ⏫ are not necessarily problem-free but had relatively few problems compared with other models.

In the charts, a model year in **bold** identifies the year of a major redesign or the first year of introduction. Years with insufficient data are noted with a column of asterisks (*).

What the Trouble Spots Include

- **Engine, Major** Engine or electric drive motor rebuild or replacement, cylinder head, head gasket, turbo or supercharger, timing chain or timing belt.
- **Engine, Minor** Oil or fuel leaks, accessory belts and pulleys, engine computer, engine mounts, engine knock or ping, electric drive motor malfunction.
- **Engine Cooling** Radiator, cooling fan, antifreeze leaks, water pump, thermostat, overheating.
- **Transmission, Major** Transmission rebuild or replacement, torque converter, premature clutch replacement.
- **Transmission, Minor** Gear selector or linkage, coolers and lines, rough shifting, slipping transmission, leaks, transmission computer, transmission sensor or solenoid, clutch adjustment, hydraulics (clutch master or slave cylinder).
- **Drive System** Driveshaft or axle, CV joint, differential, transfer case, 4WD/AWD components, driveline vibration, traction control, electronic stability control (ESC), electrical failure.
- **Fuel System** Sensors (includes O_2 or oxygen sensor), emission control devices (includes EGR), fuel gauge/sender, fuel injection system, fuel pump, problems filling the tank.

BEHIND THE DATA

1. RECOMMENDED MODELS

These vehicles must have performed well in our testing, have average or better reliability, and perform adequately if included in safety tests conducted by the Insurance Institute for Highway Safety or the National Highway Traffic Safety Administration.

2. MODEL-LINE OVERVIEW

Base Price is the range of the manufacturer's base suggested retail price without options or destination charge for all versions. An "E" indicates that the price is estimated. Models often come in various **Body Styles** and **Trim Lines,** which are versions that differ in standard equipment, available options, and price. Pickup trucks are listed by available cab configurations. **Drive Wheels** tells you whether the model is available with front-, rear-, all- (AWD), or four-wheel drive (4WD). **Seating** is the maximum number of passenger positions available for a model. **Engines** and **Transmissions** show the different powertrain choices.

3. FACTS & FIGURES

Length is measured from bumper to bumper. **Width** is from the outermost side of one fender to the opposite fender. **Height** is from the top of the inside door frame to the ground. **Wheelbase** is the distance from the center of the front wheel to the center of the rear. **Weight** and **% Weight Front/Rear** are measured on our scales. Data for untested models

- **Electrical** Alternator, starter, hybrid/electric battery replacement, hybrid/electric battery and related systems, regular battery, battery cables, engine harness, coil, ignition switch, electronic ignition, spark plug and wire failure, auto stop/start, electric vehicle charging.
- **Climate System** Blower (fan) motor, A/C compressor, condenser, evaporator, heater system, automatic climate control, refrigerant leakage, electrical failure.
- **Suspension** Shocks or struts, ball joints, tie rods, wheel bearings, alignment, steering linkage (includes rack and pinion), power steering (pumps and hoses, leaks), wheel balance, springs or torsion bars, bushings, electronic or air suspension.
- **Brakes** Premature wear, pulsation or vibration, squeaking, master cylinder, calipers, rotors, antilock brake system (ABS), parking brake, brake failure, regenerative braking.
- **Exhaust** Muffler, pipes, catalytic converter, exhaust manifold, leaks.
- **Paint/Trim** Paint (fading, chalking, cracking, peeling), loose trim or moldings, rust.
- **Noises/Leaks** Squeaks or rattles, seals or weather stripping, air or water leaks, wind noise.
- **Body Hardware** Windows, locks and latches, tailgate, hatch or trunk, doors or sliding doors, mirrors, seat controls, heated or cooled seats, heated steering wheel, safety belts, sunroof, convertible top, glass defect.
- **Power Equipment** Cruise control, clock, warning lights, body control module, keyless entry, wiper motor or washer, tire pressure monitor, interior or exterior light, horn, gauges, 12V power plug, remote engine start, alarm or security system, headlights, automatic headlights, automatic wipers, wireless charging pad.
- **In-Car Electronics** Audio systems, backup/parking camera, entertainment systems, navigation system, communication system, hardware replacement, over-the-air updates, head-up display.

BEHIND THE RELIABILITY RATINGS

This chart shows the average rates of problems in each trouble spot by model year for the vehicles in CR's Annual Auto Surveys.

For example, less than 1 percent of 2021 vehicles had engine major problems, on average. The Acura TLX on the facing page scores a ⇊ (much worse than average) because 2 percent of them had a problem in this area.

For 2021 models the average rate of power equipment problems was about 1 percent. Because no Acura RDX owners reported a problem in this category, it scores ⇈ (much better than average).

Because high-mileage cars tend to encounter more problems than low-mileage cars, problem rates are standardized to minimize differences due to mileage. We also adjust for member age since older drivers tend to report fewer problems. 2022 models were generally less than 6 months old at the time of the survey. Redesigned or newly introduced model years are in **bold.**

AVERAGE PERCENTAGE OF CARS WITH A REPORTED ISSUE

	'20	'21	'22
Engine, Major	1	<1	<1
Engine, Minor	1	1	<1
Engine, Cooling	<1	<1	<1
Transmission, Major	<1	<1	<1
Transmission, Minor	<1	<1	<1
Drive System	1	<1	<1
Fuel System	1	<1	<1
Electrical	1	1	<1
Climate System	1	1	<1
Suspension	1	<1	<1
Brakes	1	1	<1
Exhaust	<1	<1	<1
Paint/Trim	1	1	<1
Noises/Leaks	1	1	1
Body Hardware	1	1	<1
Power Equipment	1	1	<1
In-Car Electronics	4	4	2

come from manufacturers. **Max. Load** includes occupants and luggage, and is specified by the manufacturer or calculated from the difference between the manufacturer's specified gross vehicle weight and our tested vehicle weight. **Cargo Volume** for minivans, SUVs, and wagons is the maximum usable volume, measured using an expandable pipe-frame box that's adjusted to fit the cargo area with rear seats folded down or removed. Data for models with a trunk come from government figures. **Towing Capacity** is the maximum weight our tested vehicle can pull on a trailer or a typical weight. The manufacturer's max rating is used if the vehicle isn't tested. **Fuel** gives the recommended types for all the models' engines. Some engines may have different power ratings depending on fuel type. **CR Overall mpg** is from our tested engines for a mix of city and highway driving, given in a range if multiple versions were tested. If CR has not tested the model, then we use **EPA Combined mpg.** This is the mix of city and highway mileage figures issued by the Environmental Protection Agency for a typical engine.

4. OVERALL SCORE

This accounts for a vehicle's performance in our road tests; the latest reliability and owner satisfaction results from CR's Annual Auto Surveys; the availability of frontal crash-prevention systems with pedestrian detection, along with blind spot warning; and, if available, results from NHTSA and IIHS crash tests. We deduct points if a vehicle's transmission gear selector lacks fail-safes. Untested vehicles will have an "NA." **Reliability** is our forecast of how well a new model is likely to hold up, based on the problems that CR members reported in our 2022 Annual Auto Surveys, with data on more than 300,000 vehicles. **Satisfaction** comes from CR's Auto Surveys, in which we asked owners whether they would definitely buy or lease their particular vehicle again. Some brand new models without previous history are given "NA" in Reliability and Satisfaction. **Road Test** is the final score from our more than 50 tests. Some tests, such as those for braking and fuel economy, are empirical and measured with instruments; those for categories such as seat comfort and noise are graded by our experts. **ADAS** identifies whether a vehicle has advanced driver assistance systems: automatic emergency braking that operates at highway speeds (AEB highway), a pedestrian detection system (Pedestrian), blind spot warning (BSW), and rear cross traffic warning (RCTW). We use Opt. to indicate the system is available on some versions; "NA" means no system is offered. Models with all four systems standard are assigned a ⇈; those with standard AEB and pedestrian detection receive a ⌃; those with only AEB standard receive a ●. We include a range of scores for Overall Score, Reliability, and Owner Satisfaction to indicate we have test or survey data on several locations.

Acura Integra ✓

77 OVERALL SCORE

Acura resurrected the Integra name for its entry-level four-door hatchback. It's essentially an upscale version of the Civic and is powered by a 200-hp, 1.5-liter turbo four-cylinder shared with the sporty Civic Si. For 2024, the Type S comes with a 320-hp, 2.0-liter turbo four paired to a 6-speed manual. Most versions come with a continuously variable transmission, which dilutes the Integra's sporting pretense--we much prefer the slick-shifting six-speed manual. Handling is responsive, but the ride is choppy and the car suffers from excessive road noise. The controls are simple but are barely differentiated from the Civic's, and the same goes for much of the interior design and layout. As such, the Integra lacks the premium ambience of its entry-level luxury competitors. AEB with pedestrian detection, AEB highway, BSW, and RCTW come standard.

$31,300-$50,800
BASE PRICE RANGE

79 ROAD TEST	⇈ ADAS
↑ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback

TRIM LINES: A-Spec, Base, Tech, Type S

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 1.5-liter 4 turbo (200 hp); 2.0-liter 4 turbo (320 hp)

TRANSMISSIONS: 6-speed manual; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **186**
Width (in.) **72**
Height (in.) **56**
Wheelbase (in.) **108**
Weight (lb.) **3,095**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **24**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **31**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

Acura MDX ✓

74 OVERALL SCORE

The MDX is a functional three-row luxury SUV that's priced lower than German competitors. The standard 290-hp V6 engine is slick and is paired with a 10-speed automatic, a powertrain that works well. Fuel economy is 20 mpg overall. The top-of-the-line Type S has a smooth, powerful 355-hp, 3.0-liter turbo V6. The ride is comfortable, and handling is secure but mundane. The front seats are wide and supportive, and the interior is well-made. The rear seat's midsection is removable, which creates an aisle to the third row. The MDX's biggest knock is the infotainment system's reliance on a finicky touchpad to interact with the screen; we found it very distracting to use, forcing the driver to look too long at the screen and away from the road. AEB with pedestrian detection, AEB highway, BSW, and RCTW come standard.

$49,550-$73,200
BASE PRICE RANGE

74 ROAD TEST	⇈ ADAS
↑ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Advance, A-Spec, Base, Tech, Type S, Type S Advance

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 3.0-liter V6 turbo (355 hp); 3.5-liter V6 (290 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **198**
Width (in.) **79**
Height (in.) **67**
Wheelbase (in.) **114**
Weight (lb.) **4,495**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **1,175**
Cargo Volume, cu.ft. **37**
Towing Capacity (lb.) **5,000**

FUEL
Premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑		↑
Engine, Major	⇈		⇈
Engine, Minor	⇈		⇈
Engine, Cooling	⇈		⇈
Transmission, Major	⇈		⇈
Transmission, Minor	↑		⇈
Drive System	⇈		⇈
Fuel System	⇈		⇈
Electrical	⇈		⇈
Climate System	⇈		!
Suspension	⇈		⇈
Brakes	↑		!
Exhaust	⇈		⇈
Paint/Trim	!		⇈
Noises/Leaks	↑		↑
Body Hardware	↑		⇈
Power Equipment	⇈		⇈
In-Car Electronics	↑		↓

Acura RDX ✓

77 OVERALL SCORE

The RDX drives nicely, but it has very confusing and distracting controls that diminish its daily drivability. The 2.0-liter turbo four-cylinder is paired with a 10-speed automatic. It's an energetic powertrain once it gets past some initial hesitation. We got 22 mpg overall, which is a bit below average for the class. The RDX feels lively and engaging, thanks to its nimble handling. The fussy touchpad, which is the only way to interact with the infotainment screen, is frustrating to use. It forces drivers to divert their attention from the road too often and for too long. The push-button gear selector also takes some practice to master. The seats are comfortable, and the interior room is on a par with the class. AEB with pedestrian detection, AEB highway, BSW, and RCTW come standard.

$41,550-$53,550
BASE PRICE RANGE

80 ROAD TEST	⇈ ADAS
↑ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Advance, A-Spec, A-Spec Advance, Base, Tech

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (272 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **187**
Width (in.) **74**
Height (in.) **66**
Wheelbase (in.) **108**
Weight (lb.) **4,005**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **940**
Cargo Volume, cu.ft. **33**
Towing Capacity (lb.) **1,500**

FUEL
Premium
CR Overall mpg **22**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	!	!	⇈
Engine, Major	⇈	⇈	⇈
Engine, Minor	↑	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	↑	⇈	⇈
Drive System	⇈	⇈	⇈
Fuel System	⇈	⇈	⇈
Electrical	⇈	↑	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	↑	⇈
Brakes	⇊	!	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	↑	⇈
Noises/Leaks	⇊	⇊	⇈
Body Hardware	↓	!	⇈
Power Equipment	⇈	⇈	⇈
In-Car Electronics	⇊	↓	↑

Acura TLX

61 OVERALL SCORE

The sleek TLX is larger than competing sports sedans, yet it isn't any roomier. The standard 272-hp, 2.0-liter turbo four-cylinder and 10-speed automatic make for an energetic pairing but return an unimpressive 23 mpg overall. Front-wheel drive is standard, with all-wheel drive optional. A sporty Type S version with AWD uses a stronger 355-hp, 3.0-liter turbo V6, and is quite capable when the road gets twisty. While the TLX's ride is comfortable and handling is nimble, there's too much road and engine noise, undermining its premium pretense. The front seats are supportive, but the rear seat is tight, and the car's low stance hurts access. The touchpad based infotainment system is very distracting to use. AEB with pedestrian detection and AEB highway come standard. BSW and RCTW are optional.

$39,850-$62,000
BASE PRICE RANGE

66 ROAD TEST	↑ ADAS
! RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Advance, A-Spec, PMC, Standard, Tech, Type S

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (272 hp); 3.0-liter V6 turbo (355 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **195**
Width (in.) **75**
Height (in.) **56**
Wheelbase (in.) **113**
Weight (lb.) **3,965**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **840**
Cargo Volume, cu.ft. **14**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **23**

RELIABILITY HISTORY

	'20	**'21**	'22
Overall Reliability	↓	!	*
Engine, Major	⇊	⇊	*
Engine, Minor	⇊	⇈	*
Engine, Cooling	⇊	⇈	*
Transmission, Major	⇈	⇈	*
Transmission, Minor	⇈	⇈	*
Drive System	⇈	⇈	*
Fuel System	!	⇈	*
Electrical	↓	⇊	*
Climate System	⇈	⇈	*
Suspension	⇈	⇈	*
Brakes	⇈	⇊	*
Exhaust	⇈	⇈	*
Paint/Trim	⇈	⇈	*
Noises/Leaks	⇈	⇈	*
Body Hardware	⇈	⇈	*
Power Equipment	⇈	⇈	*
In-Car Electronics	⇈	⇊	*

Alfa Romeo Giulia

52
OVERALL SCORE

Alfa's compact luxury sedan corners and steers like a sports car. The standard 280-hp, 2.0-liter turbo four-cylinder is mated to an eight-speed automatic and provides punchy acceleration in both rear- and all-wheel-drive versions. The firm ride absorbs most bumps, but it's less plush than that of many competitors. Fuel economy is commendable at 27 mpg overall. The attractive interior has matte wood and nicely textured surfaces. Seat comfort is compromised by a short bottom cushion and a limited range of adjustments, and the cabin isn't as quiet as that of its peers. Alfa recently made the infotainment system more user-friendly. The high-performance Quadrifoglio version is even sportier, but at the expense of comfort. AEB with pedestrian detection, AEB highway, BSW, and RCTW come standard.

$44,280-$79,760
BASE PRICE RANGE

71
ROAD TEST

⇈
ADAS

⌄
RELIABILITY

⌃
SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Estrema, Quadrifoglio, Sprint, Ti, Veloce

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (280 hp); 2.9-liter V6 turbo (505 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **183**
Width (in.) **73**
Height (in.) **57**
Wheelbase (in.) **111**
Weight (lb.) **3,695**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **905**
Cargo Volume, cu.ft. **12**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **27**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Alfa Romeo Stelvio

54
OVERALL SCORE

The Stelvio delivers fantastic handling that makes it fun to drive on a twisty road. But it forces owners to contend with a few annoying quirks on a daily basis. The standard engine is a punchy 280-hp, 2.0-liter turbo four-cylinder that emits a satisfying sound and gets 24 mpg overall on premium gasoline. While the ride is somewhat jittery, the suspension absorbs bumps rather well. The high-performance Quadrifoglio version is even sportier, but at the expense of ride comfort. Among the constant annoyances are a driving position with a limited range of seat adjustments and obstructed rear and side visibility. Alfa recently made the infotainment system more user-friendly. AEB with pedestrian detection, AEB highway, BSW, and RCTW come standard.

$46,575-$85,675
BASE PRICE RANGE

74
ROAD TEST

⇈
ADAS

⌄
RELIABILITY

|
SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Estrema, Quadrifoglio, Sprint, Ti, Veloce

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (280 hp); 2.9-liter V6 turbo (505 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **185**
Width (in.) **75**
Height (in.) **66**
Wheelbase (in.) **111**
Weight (lb.) **4,020**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **990**
Cargo Volume, cu.ft. **26.5**
Towing Capacity (lb.) **3,000**

FUEL
Premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Alfa Romeo Tonale

NA OVERALL SCORE

The Tonale SUV is the latest addition to the Alfa Romeo line. About the size of an Audi Q3, the Jeep Compass-based Tonale slots under the Stelvio in price and size. It comes standard as a plug-in hybrid, which Alfa Romeo says will have over 30 miles of electric range before transitioning to regular hybrid mode. A 1.3-liter turbocharged four-cylinder engine drives the front wheels, while an electric motor powers the rear, giving the Tonale a combined 285 hp and standard all-wheel drive. As a member of the Stellantis conglomerate, the Tonale gets the Uconnect 5 infotainment system. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$42,995-$47,495
BASE PRICE RANGE

NA ROAD TEST	⏫ ADAS
🔽 RELIABILITY	🔼 SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Sprint, Ti, Veloce
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 1.3-liter 4 hybrid (285 hp)
TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **178**
Width (in.) **72**
Height (in.) **63**
Wheelbase (in.) **104**
Weight (lb.) **4,135**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **2,000**

FUEL
Premium
EPA Combined mpg **NA**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

Audi A3 ✓

75 OVERALL SCORE

The A3 packs a solid and upscale feel into a small package. A recent redesign included infotainment and connectivity upgrades trickled down from larger Audis. The front seats are comfortable, and the cabin is nicely finished. The rear seat is cramped, as is the norm in this class. A 201-hp, turbocharged four-cylinder and a seven-speed dual-clutch automatic with a mild hybrid setup come standard. The transmission can be clunky and hesitant at low speeds, but once underway the A3 delivers responsive acceleration and outstanding fuel economy of 31 mpg overall on regular fuel. The ride is firm yet steady and comfortable. Handling is nimble, but it's the S3 and RS 3 versions that are the true high-performance models. AEB with pedestrian detection and AEB highway come standard, but BSW and RCTW are optional.

$35,400-$60,900
BASE PRICE RANGE

85 ROAD TEST	🔼 ADAS
● RELIABILITY	● SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: Premium, Premium Plus, Prestige, RS 3, S3
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (201 hp); 2.0-liter 4 turbo (306 hp); 2.5-liter 5 turbo (401 hp)
TRANSMISSIONS: 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **177**
Width (in.) **72**
Height (in.) **56**
Wheelbase (in.) **104**
Weight (lb.) **3,495**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **11**
Towing Capacity (lb.) **NR**

FUEL
Regular or premium
CR Overall mpg **31**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*		*
Engine, Major	*		*
Engine, Minor	*		*
Engine, Cooling	*		*
Transmission, Major	*		*
Transmission, Minor	*		*
Drive System	*		*
Fuel System	*		*
Electrical	*		*
Climate System	*		*
Suspension	*		*
Brakes	*		*
Exhaust	*		*
Paint/Trim	*		*
Noises/Leaks	*		*
Body Hardware	*		*
Power Equipment	*		*
In-Car Electronics	*		*

Audi A4 ✓

78
OVERALL SCORE

One of the reasons the A4 is among the best luxury compact sports sedans is its enjoyable driving experience. The punchy 2.0-liter turbo four-cylinder is paired with a seven-speed dual-clutch automatic, driving all four wheels. We got a commendable 27 mpg overall. Handling is nimble and precise, the ride is firm yet supple, and the A4 feels tight-as-a-drum solid, with a very quiet cabin. The instrument panel shows pertinent information in a clear, comprehensive way. Interior fit and finish is excellent, and the front seats are comfortable, though the rear seat is tight. The Allroad wagon adds versatility, and the sportier S4 uses a turbo V6. The A5 coupe, convertible, and hatchback are based on the A4. AEB with pedestrian detection and AEB highway come standard, but BSW and RCTW are optional.

$40,300-$61,100
BASE PRICE RANGE

88 ROAD TEST	🟡 ADAS
🟡 RELIABILITY	🟡 SATISFACTION

OVERVIEW

BODY STYLES: sedan; wagon

TRIM LINES: allroad, Premium, Premium Plus, Prestige, S4

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (201 hp); 2.0-liter 4 turbo (261 hp); 3.0-liter V6 turbo (349 hp)

TRANSMISSIONS: 8-speed automatic; 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **186**
Width (in.) **73**
Height (in.) **56**
Wheelbase (in.) **111**
Weight (lb.) **3,630**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,060**
Cargo Volume, cu.ft. **13**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **27**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	🟡	🟡	*
Engine, Major	⏫	⏫	*
Engine, Minor	⏫	🟡	*
Engine, Cooling	⏫	⏫	*
Transmission, Major	⏫	⏫	*
Transmission, Minor	⏫	⏫	*
Drive System	⏫	🟡	*
Fuel System	⏬	⏫	*
Electrical	⏫	⏫	*
Climate System	🟡	⏫	*
Suspension	⏫	⏫	*
Brakes	⏬	⏫	*
Exhaust	⏫	⏫	*
Paint/Trim	⏫	⏫	*
Noises/Leaks	⏫	⏫	*
Body Hardware	🟡	🟡	*
Power Equipment	⏫	⏫	*
In-Car Electronics	⏬	⏬	*

Audi A6 ✓

82
OVERALL SCORE

Most versions of the A6 come with a 2.0-liter turbo four-cylinder engine, while a 3.0-liter turbo V6 is optional. The seven-speed dual-clutch automatic can be short on refinement at low speeds, and the car hesitates a bit from a rolling stop. Ultimately, the 2.0-liter proved to be powerful and returned a commendable 26 mpg overall in our tests. Good agility through corners makes the A6 feel sporty. The ride is taut and firm but still comfortable. The quiet cabin is a delight in terms of fit and finish, and the supportive front seats are extremely comfortable. The infotainment system is daunting to use at first but ultimately is logical. The high-performance RS6 wagon uses a 4.0-liter turbo V8. AEB with pedestrian detection and AEB highway come standard, but BSW and RCTW are optional. The A7 is a stylish four-door hatchback.

$56,900-$121,900
BASE PRICE RANGE

91 ROAD TEST	⏫ ADAS
🟡 RELIABILITY	🟡 SATISFACTION

OVERVIEW

BODY STYLES: sedan; wagon

TRIM LINES: Allroad, Premium, Premium Plus, Prestige, RS 6, S6

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (261 hp); 2.9-liter V6 turbo (444 hp); 3.0-liter V6 turbo (335 hp); 4.0-liter V8 turbo (591 hp)

TRANSMISSIONS: 8-speed automatic; 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **195**
Width (in.) **74**
Height (in.) **57**
Wheelbase (in.) **115**
Weight (lb.) **4,015**
% Weight Front/Rear **54/46**

CARGO MEASUREMENT
Max. Load (lb.) **1,100**
Cargo Volume, cu.ft. **14**
Towing Capacity (lb.) **3,500**

FUEL
Premium
CR Overall mpg **26**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

⇊ ↓ I ↑ ⇈
WORSE —— BETTER | ✓ RECOMMENDED

Audi A8 ✓

80 OVERALL SCORE

Audi's flagship features a smooth, powerful turbo V6 and a slick eight-speed automatic. Together, they returned 21 mpg overall in our tests, which is impressive for a large all-wheel-drive sedan. A high-performance S8 comes with a turbo V8 engine. The infotainment system looks complex at first, but we found it to be logical to use. The lack of physical controls is not ideal, but we like how the touchscreen vibrates to confirm each selection for any audio or climate task. The A8's ride is very comfortable, and handling is responsive but not agile. The cabin is quiet and impeccably furnished. The front seats are comfortable and supportive, and they have a multitude of available adjustments, while the rear seat has limolike room. AEB with pedestrian detection and AEB highway come standard. BSW and RCTW are optional, a serious oversight for a car in this price range.

$87,800-$120,500
BASE PRICE RANGE

91 ROAD TEST	↑ ADAS
I RELIABILITY	I SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: 55 TFSI, S8

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 3.0-liter V6 turbo (335 hp); 4.0-liter V8 turbo (563 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **209**
Width (in.) **77**
Height (in.) **59**
Wheelbase (in.) **123**
Weight (lb.) **4,810**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT
Max. Load (lb.) **970**
Cargo Volume, cu.ft. **13**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **21**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Audi Q3 ✓

75 OVERALL SCORE

The Q3 is a pleasant-driving SUV that packs luxury and practicality into a small package. A 228-hp, 2.0-liter turbo four-cylinder paired with an eight-speed automatic makes for lively, predictable acceleration and smooth shifts, but the engine can sound raspy. Handling is sharp and predictable, and the ride skews firm. All-wheel drive is standard. The 23 mpg overall fuel economy isn't stellar, but at least the Q3 takes regular-grade gasoline. An uncluttered dashboard features well-labeled buttons and an easy-to-use touchscreen. Fit and finish is very good, the front seats are supportive, and the roomy rear seat can slide forward to make more space for cargo. Oddly, a heated steering wheel is not available. AEB with pedestrian detection, AEB highway, BSW, and RCTW come standard.

$39,200-$42,500
BASE PRICE RANGE

82 ROAD TEST	⇈ ADAS
I RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Premium, Premium Plus

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (184 hp); 2.0-liter 4 turbo (228 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **177**
Width (in.) **73**
Height (in.) **63**
Wheelbase (in.) **106**
Weight (lb.) **3,880**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **1,090**
Cargo Volume, cu.ft. **24.5**
Towing Capacity (lb.) **1,500**

FUEL
Regular
CR Overall mpg **23**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	I	*
Engine, Major	⇈	⇈	*
Engine, Minor	⇈	↓	*
Engine, Cooling	⇈	↓	*
Transmission, Major	⇈	⇈	*
Transmission, Minor	⇈	⇈	*
Drive System	⇈	⇈	*
Fuel System	⇈	⇈	*
Electrical	⇈	⇈	*
Climate System	⇈	⇈	*
Suspension	⇈	⇈	*
Brakes	⇊	⇊	*
Exhaust	⇈	⇈	*
Paint/Trim	⇈	⇈	*
Noises/Leaks	⇊	⇊	*
Body Hardware	⇈	⇈	*
Power Equipment	I	⇈	*
In-Car Electronics	I	I	*

Audi Q4 E-Tron

67 OVERALL SCORE

The Q4 E-Tron EV shares its platform with Volkswagen's ID.4. The 50 E-Tron Quattro has an 82-kilowatt-hour battery pack; a 295-hp, dual-motor all-wheel-drive configuration; and an EPA-estimated range of 236 miles. It can accept a charging output of 150 kW when using a DC fast charger in public places. Level 2 home charging from empty takes 9 hours, according to Audi. Power delivery is smooth, quiet, and effortless, and acceleration is measured rather than abrupt as with some EVs. Handling is responsive, and the ride is firm but composed. The nicely-finished interior has an uncluttered design, and the front seats are comfortable and supportive. There's also a 201-hp, rear-drive 40 E-Tron with a 265-mile driving range. The Sportback is a coupelike version of the Q4. Most of the latest active safety features come standard.

$49,800-$65,900
BASE PRICE RANGE

86 ROAD TEST	⇈ ADAS
↓ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback; 4-door SUV

TRIM LINES: Premium, Premium Plus, Prestige

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (201 hp); Electric (295 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **181**
Width (in.) **73**
Height (in.) **65**
Wheelbase (in.) **109**
Weight (lb.) **5,590**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **935**
Cargo Volume, cu.ft. **26.5**
Towing Capacity (lb.) **2,645**

FUEL
Electric
CR Overall mpge **95**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, Major			*
Transmission, Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

Audi Q5 ✓

71 OVERALL SCORE

The Q5 is among the best compact luxury SUVs. It has nimble and secure handling, a compliant and controlled ride, and a quiet cabin. The smooth 2.0-liter turbo four-cylinder engine is coupled to a seven-speed dual-clutch automatic. It has plenty of power, yet this combination also returned a good 24 mpg overall in our tests. Fit and finish is impressive, and the seats are comfortable and supportive. The 55 TFSI e plug-in hybrid version has a claimed electric-only range of 20 miles. A coupelike Sportback version and a high-performance SQ5 are also available. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard, as is adaptive cruise control with stop-and-go capability.

$44,200-$68,500
BASE PRICE RANGE

82 ROAD TEST	⇈ ADAS
! RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback; 4-door SUV

TRIM LINES: Plug-in hybrid, Premium, Premium Plus, Prestige, SQ5

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (261 hp); 2.0-liter 4 hybrid (362 hp); 3.0-liter V6 turbo (349 hp)

TRANSMISSIONS: 8-speed automatic; 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **184**
Width (in.) **75**
Height (in.) **65**
Wheelbase (in.) **111**
Weight (lb.) **4,140**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **1,060**
Cargo Volume, cu.ft. **27**
Towing Capacity (lb.) **4,400**

FUEL
Premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	!	↓	↑
Engine, Major	↑	⇈	⇈
Engine, Minor	⇈	!	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	↑	⇈
Transmission, Minor	⇈	↑	⇈
Drive System	!	↑	⇈
Fuel System	⇈	↑	⇈
Electrical	↑	!	⇈
Climate System	!	⇊	⇈
Suspension	↑	⇈	⇈
Brakes	⇈	!	⇈
Exhaust	⇈	⇈	↑
Paint/Trim	↑	⇈	↑
Noises/Leaks	⇈	↓	⇈
Body Hardware	↑	↑	↑
Power Equipment	!	!	↑
In-Car Electronics	↑	⇊	↓

Audi Q7 ✓

81 OVERALL SCORE

The Q7 is one of the most impressive three-row luxury SUVs. With its optional turbocharged V6 it is quick, quiet, and effortless. Agile handling and a beautiful interior complete the package. A 2.0-liter turbo engine is standard. The Q7 is very quiet, instilling a sense of tranquility. The ride is steady and controlled but has an underlying firmness. The optional air suspension gives the big SUV a plush ride. Handling is responsive and confidence-inspiring. The excellent first- and second-row seats are comfortable, but the third row is tight. A sleek dual-screen infotainment system looks initially daunting but turns out to be manageable after some practice. The SQ7 uses a 500-hp, 4.0-liter turbo V8. The Q8 is a sportier five-seat version of the Q7. AEB with pedestrian detection, AEB highway, BSW, and RCTW come standard.

$59,200-$94,900
BASE PRICE RANGE

87 ROAD TEST	⇈ ADAS
! RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Premium, Premium Plus, Prestige, SQ7

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 2.0-liter 4 turbo (261 hp); 3.0-liter V6 turbo (335 hp); 4.0-liter V8 turbo (500 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **199**
Width (in.) **78**
Height (in.) **69**
Wheelbase (in.) **118**
Weight (lb.) **5,080**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT
Max. Load (lb.) **1,365**
Cargo Volume, cu.ft. **35.5**
Towing Capacity (lb.) **7,700**

FUEL
Premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	!	*
Engine, Major	*	⇈	*
Engine, Minor	*	⇈	*
Engine, Cooling	*	⇈	*
Transmission, Major	*	⇈	*
Transmission, Minor	*	⇈	*
Drive System	*	⇈	*
Fuel System	*	⇈	*
Electrical	*	⇈	*
Climate System	*	↓	*
Suspension	*	!	*
Brakes	*	↑	*
Exhaust	*	⇈	*
Paint/Trim	*	↑	*
Noises/Leaks	*	⇈	*
Body Hardware	*	⇈	*
Power Equipment	*	↑	*
In-Car Electronics	*	⇊	*

Audi Q8 E-Tron

63 OVERALL SCORE

A 2024 freshening added Q8 to the E-Tron name and a bigger battery for a 285 mile range over the original 220 mile range. The DC fast charger acceptance rate has been increased to 170 kW. This all-electric luxury midsized SUV is a treat to drive. It has standard all-wheel drive, a luxurious cabin, and a healthy list of active safety features. It's quick and super-quiet, which makes the Q8 E-Tron glide along smoothly and effortlessly. The standard air suspension gives the Audi a supremely comfortable ride. Although handling is responsive, the Q8 E-Tron is no match for the BMW iX or Jaguar I-Pace. A hatchback version called the Sportback and a high-performance 496-hp S are available. The E-Tron GT is a coupelike sedan that's based on the Porsche Taycan. AEB with pedestrian detection, AEB highway, BSW, and RCTW come standard.

$74,400-$91,950
BASE PRICE RANGE

91 ROAD TEST	⇈ ADAS
↓ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback; 4-door SUV

TRIM LINES: Launch Edition, Premium, Premium Plus, Prestige, SQ8

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (355 hp); Electric (402 hp); Electric (496 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **194**
Width (in.) **76**
Height (in.) **64**
Wheelbase (in.) **115**
Weight (lb.) **5,795**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **28**
Towing Capacity (lb.) **4,000**

FUEL
Electric
CR Overall mpge **79**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

Audi TT ✓

74
OVERALL SCORE

This sculpted coupe is more about style and technology than outright performance. Even so, it's still pretty entertaining to drive, with nimble handling and a dash of steering feedback to the driver. The 2.0-liter turbocharged engine is punchy, the ride is quite firm but not punishing, and noise is kept at bay. Inside the snug interior are comfortable front seats, high-quality fit and finish, and Audi's digital instrument panel. It incorporates all gauges and displays, and eliminates the center-dash screen. The climate and seat-heating controls are incorporated into the dash vents. The TT lacks most active safety features, a serious oversight for a car in this price range.

$52,200-$61,900
BASE PRICE RANGE

84 ROAD TEST

NA ADAS

! RELIABILITY

▲ SATISFACTION

OVERVIEW

BODY STYLES: convertible; coupe

TRIM LINES: 2.0T, TTS

DRIVE WHEELS: AWD

SEATING: 2 front, 2 rear

ENGINES: 2.0-liter 4 turbo (228 hp); 2.0-liter 4 turbo (288 hp)

TRANSMISSIONS: 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **165**
Width (in.) **72**
Height (in.) **53**
Wheelbase (in.) **99**
Weight (lb.) **3,140**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **770**
Cargo Volume, cu.ft. **12**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **26**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

BMW 2 Series ✓

77
OVERALL SCORE

The 2 Series Coupe is a thoroughbred BMW, and does not use the 2 Series Gran Coupe's platform. In 230i guise it has a 255-hp, turbo four-cylinder, while the M240i gets a 382-hp, turbo inline-six. Both come with rear- or all-wheel drive. The eight-speed automatic is smooth and quick. The 453-hp M2 can be had with a six-speed manual. Even with the base engine the car pulls strongly and the engine sounds lovely, and it manages a commendable 31 mpg overall. Handling is agile, and the ride is taut yet refined. The cabin is nicely finished, and the front seats are comfortable, though the rear seat is tight. For 2023, the infotainment system gets a large, curved screen that serves as the climate and media interface. AEB with pedestrian detection, BSW, and RCTW are standard, but AEB highway is optional.

$37,800-$62,200
BASE PRICE RANGE

85 ROAD TEST

▲ ADAS

! RELIABILITY

▲ SATISFACTION

OVERVIEW

BODY STYLES: coupe

TRIM LINES: 230i, M2, M240i

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 2 rear

ENGINES: 2.0-liter 4 turbo (255 hp); 3.0-liter 6 turbo (382 hp); 3.0-liter 6 turbo (453 hp)

TRANSMISSIONS: 8-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **179**
Width (in.) **72**
Height (in.) **55**
Wheelbase (in.) **108**
Weight (lb.) **3,440**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **755**
Cargo Volume, cu.ft. **10**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **31**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

⇊ ↓ ! ↑ ⇈
WORSE ⟝⟞ BETTER | ✓ RECOMMENDED

BMW 2 Series Gran Coupe ✓

70 OVERALL SCORE

Don't be misled into thinking the 2 Series Gran Coupe is simply a four-door version of the 2 Series. The Gran Coupe rides on a completely different, less performance-oriented platform that it shares with the X1 small SUV. Nonetheless, it packs a healthy level of BMW DNA and will put a grin on a driver's face when the road gets twisty. The Gran Coupe's front-wheel-drive-based design shows its limitations only when the car is pushed to its limits. The standard 228-hp, 2.0-liter turbo four-cylinder delivers eager power through a responsive eight-speed automatic. Ride comfort is on the stiff side. The rear seat is cramped, and access is awkward. AEB with pedestrian detection, BSW, and RCTW are standard, but AEB highway is optional.

$37,800-$47,600
BASE PRICE RANGE

76 ROAD TEST	↑ ADAS
! RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: 228i, 228i xDrive, M235i xDrive

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (228 hp); 2.0-liter 4 turbo (301 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **179**
Width (in.) **71**
Height (in.) **56**
Wheelbase (in.) **105**
Weight (lb.) **3,475**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **930**
Cargo Volume, cu.ft. **12**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **27**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

BMW 3 Series ✓

85 OVERALL SCORE

The 3 Series blends driving enjoyment, creature comforts, high-tech features, and good fuel economy. The 330i is fitted with a punchy 2.0-liter turbo four-cylinder paired with a smooth and responsive eight-speed automatic. Rear-wheel drive is standard, with all-wheel drive available. Handling is nimble, but the ride is firm. Seat comfort and fit and finish are first-rate. The latest iDrive infotainment system is not as logical as previous versions, and most climate control buttons have been moved into the touchscreen. The M340i uses a 3.0-liter turbo six-cylinder, which is a gem of a powertrain. A track-ready M3 and a 330e plug-in hybrid are also available. AEB with pedestrian and cyclist detection is standard, but AEB highway, BSW, and RCTW are optional. The 4 Series is a sleeker coupe or convertible version.

$43,800-$82,600
BASE PRICE RANGE

87 ROAD TEST	! ADAS
↑ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: 330e, 330i, M3, M340i, M3 Competition

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (255 hp); 2.0-liter 4 hybrid (288 hp); 3.0-liter 6 turbo (382 hp); 3.0-liter 6 turbo (473 hp); 3.0-liter 6 turbo (503 hp)

TRANSMISSIONS: 8-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **186**
Width (in.) **72**
Height (in.) **57**
Wheelbase (in.) **112**
Weight (lb.) **3,640**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **825**
Cargo Volume, cu.ft. **17**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **29**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	↑	⇈
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Fuel System	⇈	↑	⇈
Electrical	⇈	!	⇈
Climate System	⇈	⇈	⇈
Suspension	↑	⇈	⇈
Brakes	⇊	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	↑	⇈
Noises/Leaks	!	⇊	⇈
Body Hardware	⇈	⇈	⇈
Power Equipment	⇈	!	⇈
In-Car Electronics	⇈	↑	⇈

BMW 5 Series ✓

83 OVERALL SCORE

The 5 Series is a remarkably satisfying midsized luxury sedan, but one that is no longer the sporty choice of this class. Instead, it's very plush, is super-quiet, has a finely crafted cabin, and is frugal with fuel. The all-wheel-drive 530i we tested rides comfortably and handles responsively. Its turbo four-cylinder engine is paired with a smooth eight-speed automatic and returns an impressive 26 mpg overall, yet it delivers some nice zip. The 540i uses a punchy 3.0-liter turbo six-cylinder that delivers power effortlessly. All-wheel drive is available, and standard on the V8-powered M550i. The 530e plug-in hybrid can go about 20 miles on electric power alone and takes 3 hours to charge on a 240-volt connector. AEB with pedestrian detection, BSW, and RCTW are standard, but AEB highway is optional. A redesigned 5 Series, including an all electric i5 version, will arrive soon.

$56,000-$109,900
BASE PRICE RANGE

93 ROAD TEST	↑ ADAS
❙ RELIABILITY	❙ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: 530e, 530i, 540i, M5, M550i xDrive

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (248 hp); 2.0-liter 4 hybrid (288 hp); 3.0-liter 6 turbo (335 hp); 4.4-liter V8 turbo (523 hp); 4.4-liter V8 turbo (600 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **195**
Width (in.) **74**
Height (in.) **58**
Wheelbase (in.) **117**
Weight (lb.) **3,950**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **19**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **26**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	❙	❙	❙
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇊	⇈	⇈
Fuel System	⇈	↓	⇊
Electrical	⇈	⇈	↓
Climate System	⇊	⇈	↓
Suspension	⇈	⇈	⇈
Brakes	⇈	❙	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	⇈	⇈	⇈
Body Hardware	⇈	↓	⇈
Power Equipment	❙	❙	⇈
In-Car Electronics	⇊	↓	❙

BMW 7 Series

NA OVERALL SCORE

In redesigning the 7 Series BMW also introduced an EV version called the i7. The flagship is available with twin-turbo inline six-cylinder and V8 engines. The V8-powered 760i has a 48-volt mild hybrid system to optimize fuel economy and support accessories. The AWD i7 is rated for a maximum 318 miles of range. The interior is super luxurious and the rear seat is very roomy. Up front is a curved glass display that contains the 12.3-inch instrument cluster screen and the 14.9-inch infotainment screen, while a 31-inch screen is available for the rear-seat passengers. Ride comfort is superb, the cabin is quiet, handling is agile thanks to the rear steering and power is abundant. AEB with pedestrian detection, BSW, and RCTW, are standard. A hands-free highway driving assistance feature that works at speeds up to 85 mph is available.

$95,700-$116,400
BASE PRICE RANGE

NA ROAD TEST	↑ ADAS
❙ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: 740i, 760i xDrive, i7 xDrive60

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (536 hp); 3.0-liter 6 turbo (375 hp); 4.4-liter V8 turbo (536 hp)

TRANSMISSIONS: 8-speed automatic; 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **212**
Width (in.) **77**
Height (in.) **61**
Wheelbase (in.) **127**
Weight (lb.) **5,095**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT
Max. Load (lb.) **1,125**
Cargo Volume, cu.ft. **14**
Towing Capacity (lb.) **NR**

FUEL
Electric or premium
EPA Combined mpg **21**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

⇊ ↓ ! ↑ ⇈
WORSE ⟷ BETTER

✓ RECOMMENDED

BMW i4 ✓

84 OVERALL SCORE

The i4 uses a modified platform of the 3 Series. It's a quick, agile and impeccably finished electric sports sedan. The 335-hp rear-wheel-drive eDrive40 has the longest EPA-estimated range of 301 miles. The all-wheel-drive M50, with 536 hp, delivers quick, smooth, quiet and effortless acceleration and impressive handling agility but has a lower range of 270 miles. The ride is taut yet compliant, and the interior is beautifully finished. The i4 is a low-slung four-door, but the hatchback adds versatility. With an acceptance rate of 195 kilowatts at public DC fast-charging venues, the i4 can gain up to 90 miles of range in just 10 minutes. Standard active safety systems include AEB with pedestrian and cyclist detection, BSW, and RCTW. AEB highway, adaptive cruise control, and lane centering assistance are optional.

$52,000-$68,700
BASE PRICE RANGE

94 ROAD TEST	↑ ADAS
! RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback

TRIM LINES: eDrive35, eDrive40, M50

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (281 hp); Electric (335 hp); Electric (536 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **189**
Width (in.) **73**
Height (in.) **57**
Wheelbase (in.) **112**
Weight (lb.) **5,020**
% Weight Front/Rear **48/52**

CARGO MEASUREMENT
Max. Load (lb.) **925**
Cargo Volume, cu.ft. **10**
Towing Capacity (lb.) **NR**

FUEL
Electric
CR Overall mpge **96**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, Major			*
Transmission, Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

BMW iX ✓

85 OVERALL SCORE

The impressive iX electric SUV is about the size of the X5. It is super quick and quiet, delivers a plush ride and has an impeccably finished cabin. It employs two motors to give it all-wheel-drive capability. The EPA-estimated driving range is 324 miles which is commendable. The iX glides silently, with very quick, yet measured acceleration. The ride is super comfortable and handling is agile. The airy interior is luxurious and uncluttered, but the controls are complicated. A six-figure M60 version with an estimated range of 288 miles is also available. Maximum acceptance rate of 195 kilowatts in public DC fast-charging locations is competitive. Charging from empty on 240 volts takes 11 hours, which is not surprising, given the large 111-kilowatt-hour battery. AEB with pedestrian detection, BSW, and RCTW come standard.

$84,100-$108,900
BASE PRICE RANGE

97 ROAD TEST	↑ ADAS
! RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: M60, xDrive50

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (516 hp); Electric (610 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **195**
Width (in.) **77**
Height (in.) **67**
Wheelbase (in.) **118**
Weight (lb.) **5,680**
% Weight Front/Rear **48/52**

CARGO MEASUREMENT
Max. Load (lb.) **1,065**
Cargo Volume, cu.ft. **30.5**
Towing Capacity (lb.) **1,000**

FUEL
Electric
CR Overall mpge **86**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, Major			*
Transmission, Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

BMW X1 ✓

77
OVERALL SCORE

The redesigned X1 gained power, fuel efficiency, and new features, but the controls are less intuitive than before. Out on the road the turbo four-cylinder is very responsive, and the seven-speed dual clutch automatic shifts smoothly. But there is a delay when taking off from a stop and the combination can feel jumpy at low speeds. While the X1 is still based on a front-drive platform, AWD is standard. The ride is stiff, but handling is agile and secure. The new control layout forgoes BMW's ubiquitous iDrive controller knob and relies on the touchscreen alone; most climate adjustments are now done through the screen, which is distracting while driving. The seats are very comfortable, the cabin has stylish details, and the floating center console frees up space for the driver's right knee. AEB with pedestrian detection, BSW and RCTW are standard.

$39,100
BASE PRICE RANGE

86 ROAD TEST	↑ ADAS
! RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: xDrive28i
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (241 hp)
TRANSMISSIONS: 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **177**
Width (in.) **73**
Height (in.) **65**
Wheelbase (in.) **106**
Weight (lb.) **3,765**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **995**
Cargo Volume, cu.ft. **30.5**
Towing Capacity (lb.) **3,500**

FUEL
Premium
CR Overall mpg **28**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

BMW X3 ✓

84
OVERALL SCORE

BMW's third-generation X3 has upscale cabin amenities, advanced interior technology, and active safety features. Most X3s are the 30i version, which is powered by a 248-hp, 2.0-liter turbo four-cylinder engine that delivers quick acceleration and returns 24 mpg overall in our tests. The uplevel M40i gets a 382-hp turbo six-cylinder. Both use an eight-speed automatic that is smooth and responsive. The X3 is super-quiet inside, with impeccable fit and finish. Handling is responsive, and the ride is firm yet absorbent. Controls and infotainment tasks take some getting used to but prove to be logical once mastered. The X3 has standard AEB with pedestrian detection, BSW, and RCTW. AEB Highway is optional. The X4 is a coupelike version.

$46,200-$74,400
BASE PRICE RANGE

90 ROAD TEST	↑ ADAS
! RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: M, M40i, sDrive30i, xDrive30i
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (248 hp); 3.0-liter 6 turbo (382 hp); 3.0-liter 6 turbo (473 hp); 3.0-liter 6 turbo (503 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **186**
Width (in.) **74**
Height (in.) **66**
Wheelbase (in.) **113**
Weight (lb.) **4,220**
% Weight Front/Rear **49/51**

CARGO MEASUREMENT
Max. Load (lb.) **935**
Cargo Volume, cu.ft. **32**
Towing Capacity (lb.) **4,410**

FUEL
Premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	!	↑	↑
Engine, Major	!	⇈	⇈
Engine, Minor	↑	↓	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	↑	⇈	⇈
Drive System	⇈	⇈	↑
Fuel System	⇈	⇈	⇈
Electrical	!	↑	⇈
Climate System	!	↑	⇈
Suspension	↑	⇈	⇈
Brakes	⇊	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	!	⇈	⇈
Noises/Leaks	!	⇈	⇈
Body Hardware	↑	⇈	⇈
Power Equipment	↑	⇈	↑
In-Car Electronics	↓	↑	↓

⇊ ↓ ! ↑ ⇈
WORSE — BETTER

✓ RECOMMENDED

BMW X5 ✓

87
OVERALL SCORE

The impressive X5 gets an update for the 2024 model year. One of the biggest changes is a wide, curved screen that houses the new iDrive 8 infotainment system. Many of the physical climate controls have been removed in favor of touch screen-based buttons. The standard 3.0-liter turbo six-cylinder now makes 375 hp. The outgoing version was quick and smooth, yet we got a decent 23 mpg overall. We don't think there is any need to opt for the V8-powered M60i. The plug-in hybrid xDrive50e is rated for 39 miles of electric range. The ride is comfortable and impressively steady and composed. The impeccably finished, luxurious cabin is whisper-quiet, and the seats are all-day comfortable. Handling isn't sporty but is very competent. Standard active safety features include AEB with pedestrian detection, BSW, and RCTW. AEB Highway is optional. The X6 is a sportier, coupelike version of the X5.

$65,200-$109,900
BASE PRICE RANGE

94 ROAD TEST	↑ ADAS
! RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: M60i xDrive, M Competition, sDrive40i, xDrive40i, xDrive50e

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 3.0-liter 6 turbo (375 hp); 3.0-liter 6 hybrid (483 hp); 4.4-liter V8 turbo (523 hp); 4.4-liter V8 turbo (617 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **194**
Width (in.) **79**
Height (in.) **70**
Wheelbase (in.) **117**
Weight (lb.) **4,740**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **950**
Cargo Volume, cu.ft. **36.5**
Towing Capacity (lb.) **7,200**

FUEL
Premium
CR Overall mpg **23**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	!	!
Engine, Major	⇈	↑	⇈
Engine, Minor	⇈	↑	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	↑	↓	↑
Suspension	⇈	↑	⇈
Brakes	↑	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	↑	⇈	⇈
Noises/Leaks	⇈	⇈	⇈
Body Hardware	↑	↑	⇈
Power Equipment	↑	⇈	⇈
In-Car Electronics	⇈	↑	↓

BMW X7 ✓

82
OVERALL SCORE

BMW's luxurious three-row SUV got a fresh new look for 2023, including a new front end with LED headlights and a wide, curved screen that houses the gauges and the climate and infotainment functions, with the same complicated iDrive 8 operating system in the BMW iX. The base xDrive40i gets a turbo inline-six engine with 40 more hp. The eight-speed automatic shifts smoothly. This gem of a powertrain provides punchy acceleration and respectable fuel economy. The comfortable ride is helped by the X7's air suspension, which keeps the body composed, and the handling is remarkably responsive for such a large SUV. The interior is incredibly quiet and richly furnished. The M60i xDrive's V8 gets a mild hybrid system. AEB with pedestrian and cyclist detection, BSW, and RCTW are standard. AEB Highway is optional.

$77,850-$145,000
BASE PRICE RANGE

90 ROAD TEST	↑ ADAS
! RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Alpina XB7, M60i, xDrive40i

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 3.0-liter 6 turbo (375 hp); 4.4-liter V8 turbo (523 hp); 4.4-liter V8 turbo (631 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **203**
Width (in.) **79**
Height (in.) **71**
Wheelbase (in.) **122**
Weight (lb.) **5,285**
% Weight Front/Rear **47/53**

CARGO MEASUREMENT
Max. Load (lb.) **1,200**
Cargo Volume, cu.ft. **26**
Towing Capacity (lb.) **7,500**

FUEL
Premium
CR Overall mpg **22**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	↑	↓
Engine, Major	*	⇈	⇈
Engine, Minor	*	⇈	⇈
Engine, Cooling	*	⇈	⇈
Transmission, Major	*	⇈	⇈
Transmission, Minor	*	⇈	⇈
Drive System	*	⇈	↓
Fuel System	*	⇈	⇈
Electrical	*	⇈	⇈
Climate System	*	⇈	⇈
Suspension	*	⇈	⇊
Brakes	*	⇊	⇈
Exhaust	*	⇈	⇈
Paint/Trim	*	⇈	⇈
Noises/Leaks	*	⇊	⇈
Body Hardware	*	⇈	⇈
Power Equipment	*	⇈	⇈
In-Car Electronics	*	⇈	!

BMW Z4 ✓

76 OVERALL SCORE

The Z4 is a sporty two-seat roadster that comes with a 2.0-liter turbo four-cylinder that delivers punchy acceleration, an invigorating exhaust sound, and good fuel economy. A 3.0-liter turbo six-cylinder is also available. The eight-speed automatic shifts with authority, but a manual transmission is not available. The Z4's handling is super-nimble, but it has an incessantly stiff and choppy ride. The powered soft top can open and close in just 11 seconds, and can be done on the move, up to 31 mph. It can also be opened or closed remotely using the key fob. There is minimal wind buffeting inside with the windows up. The iDrive infotainment system takes some time to master, but it proves to be intuitive with experience. AEB with pedestrian detection is standard. AEB Highway, BSW, and RCTW are optional.

$52,800-$65,300
BASE PRICE RANGE

86 ROAD TEST

! ADAS

! RELIABILITY

▲ SATISFACTION

OVERVIEW

BODY STYLES: convertible

TRIM LINES: 30i, M40i

DRIVE WHEELS: Rear

SEATING: 2 front

ENGINES: 2.0-liter 4 turbo (255 hp); 3.0-liter 6 turbo (382 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **171**
Width (in.) **73**
Height (in.) **51**
Wheelbase (in.) **97**
Weight (lb.) **3,290**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **465**
Cargo Volume, cu.ft. **10**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **29**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Buick Enclave ✓

76 OVERALL SCORE

Recently freshened, the large Enclave has a revised exterior, and most of the active safety features that were previously optional have become standard. It is a quiet, comfortable, and responsive three-row SUV. Power comes from a lively 3.6-liter V6 teamed with a smooth nine-speed automatic. We got only 18 mpg overall in our tests, however, which is unimpressive. Towing capacity is 5,000 pounds. The roomy cabin is very quiet, and the ride is comfortable, befitting Buick's flagship. The third-row seat is relatively spacious for the class. The infotainment system is easy to use, and connectivity features abound. The new electronic gear selector is improved but still requires looking down at it to select the right gear. AEB with pedestrian detection, BSW, and RCTW are standard.

$44,800-$59,470
BASE PRICE RANGE

82 ROAD TEST

▲ ADAS

! RELIABILITY

! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Avenir, Essence, Premium

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 2 rear, 3 third

ENGINES: 3.6-liter V6 (310 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **205**
Width (in.) **79**
Height (in.) **70**
Wheelbase (in.) **121**
Weight (lb.) **4,690**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **1,625**
Cargo Volume, cu.ft. **48.5**
Towing Capacity (lb.) **5,000**

FUEL
Regular
CR Overall mpg **18**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	!	▼	▲▲
Engine, Major	▲▲	▲▲	▲▲
Engine, Minor	▲	▲▲	▲▲
Engine, Cooling	▲▲	▲▲	▲▲
Transmission, Major	!	!	▲▲
Transmission, Minor	▼	!	▲▲
Drive System	▲▲	▲▲	▲▲
Fuel System	▲▲	▲▲	▲▲
Electrical	▲	▲▲	▲▲
Climate System	▲▲	▲▲	▲▲
Suspension	▲	▲▲	▲▲
Brakes	▼▼	▼▼	▲▲
Exhaust	▲	▲▲	▲▲
Paint/Trim	!	!	▲▲
Noises/Leaks	▼▼	!	▲▲
Body Hardware	▼	▼	▲▲
Power Equipment	▲▲	▲▲	▲▲
In-Car Electronics	▲	▲▲	▲▲

⇊ ↓ I ↑ ⇈
WORSE — BETTER
✓ RECOMMENDED

Buick Encore GX ✓

65
OVERALL SCORE

The Encore GX subcompact SUV has an airy interior and easy-to-use-controls. A 2024 freshening brings a new infotainment system, an upscale Avenir version, and a new logo. The front-wheel-drive versions come with either a 1.2-liter turbo 3-cylinder hooked up to a CVT, or a slightly more powerful 1.3-liter turbo 3-cylinder mated to a nine-speed automatic. In our tests we found that the all-wheel-drive GX pulls strongly, but the engine sounds gravelly and produces some vibrations, especially at low speeds. Handling is responsive and secure, but the ride skews firm. There are some luxury touches, but they are unevenly applied throughout the cabin, and the rear seat is tight. Upscale options include a large sunroof and a head-up display. AEB with pedestrian detection is standard. BSW and RCTW are optional, but AEB highway is not available.

$25,900-$32,100
BASE PRICE RANGE

68 ROAD TEST	I ADAS
I RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Essence, Preferred, Select

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 1.2-liter 3 turbo (137 hp); 1.3-liter 3 turbo (155 hp)

TRANSMISSIONS: 9-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **171**
Width (in.) **71**
Height (in.) **64**
Wheelbase (in.) **102**
Weight (lb.) **3,310**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **945**
Cargo Volume, cu.ft. **23**
Towing Capacity (lb.) **1,000**

FUEL
Regular
CR Overall mpg **26**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	I	*
Engine, Major	⇈	I	*
Engine, Minor	⇈	I	*
Engine, Cooling	⇈	⇈	*
Transmission, Major	⇈	⇈	*
Transmission, Minor	⇈	⇈	*
Drive System	⇈	⇈	*
Fuel System	↓	↓	*
Electrical	↑	I	*
Climate System	⇈	I	*
Suspension	⇈	⇈	*
Brakes	↓	↓	*
Exhaust	↓	⇈	*
Paint/Trim	⇈	⇈	*
Noises/Leaks	↓	⇈	*
Body Hardware	⇈	⇈	*
Power Equipment	⇈	⇈	*
In-Car Electronics	⇈	⇈	*

Buick Envision ✓

73
OVERALL SCORE

The Envision is a pleasant if unexciting compact SUV that is typically priced in the low $40,000s. It uses a responsive powertrain combination of a 2.0-liter turbocharged four-cylinder engine paired to a nine-speed automatic, but fuel economy isn't stellar at 23 mpg overall. Front- and all-wheel drive are available. The Envision rides smoothly and is quiet, although the larger 20-inch tires that come on the top Avenir trim compromise ride comfort. Handling isn't particularly nimble, but it's very secure. The infotainment screen is easy to use, but the push-pull electronic gear selector setup takes getting used to because it's hard to operate without looking down. Standard active safety features include AEB with pedestrian detection, BSW, and RCTW. AEB Highway is optional.

$33,400-$47,460
BASE PRICE RANGE

77 ROAD TEST	↑ ADAS
I RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Avenir, Essence, Preferred

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (228 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **183**
Width (in.) **74**
Height (in.) **63**
Wheelbase (in.) **109**
Weight (lb.) **3,965**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **1,175**
Cargo Volume, cu.ft. **28**
Towing Capacity (lb.) **1,500**

FUEL
Regular
CR Overall mpg **23**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	⇈	↑	↓
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	↑	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	↓
Fuel System	↑	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	↓
Suspension	⇈	↑	↓
Brakes	⇈	⇊	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	I	↑	⇈
Body Hardware	⇈	⇈	⇈
Power Equipment	⇈	⇈	↓
In-Car Electronics	I	⇈	I

Cadillac CT4

64 OVERALL SCORE

The Cadillac CT4 is the only gas-powered compact luxury sedan from an American brand. Its handling, braking, and steering befit a vehicle of its class. The standard engine is a 237-hp, 2.0-liter turbo four-cylinder with an eight-speed automatic. The sportier CT4-V gets a 325-hp, 2.7-liter turbo four-cylinder. The Blackwing version, with a 3.6-liter turbo V6, is a true track-ready rocket ship. Rear- and all-wheel-drive are available. The 2.0-liter engine is responsive, but it doesn't sound particularly refined. Handling is agile, and the ride is taut yet mutes harsh impacts. The front seats are comfortable, but the rear is very cramped. Fit and finish is top-notch. AEB with pedestrian detection, BSW, and RCTW are standard, but AEB highway is optional. GM's Super Cruise active driving assistance system is available.

$34,395-$60,995
BASE PRICE RANGE

78 ROAD TEST	⌃ ADAS
⌄ RELIABILITY	⌄ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Blackwing, Luxury, Premium Luxury, Sport, V

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (237 hp); 2.7-liter 4 turbo (310 hp); 2.7-liter 4 turbo (325 hp); 3.6-liter V6 turbo (472 hp)

TRANSMISSIONS: 8-speed automatic; 10-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **187**
Width (in.) **72**
Height (in.) **56**
Wheelbase (in.) **109**
Weight (lb.) **3,625**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **875**
Cargo Volume, cu.ft. **11**
Towing Capacity (lb.) **1,000**

FUEL
Premium
CR Overall mpg **25**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Cadillac CT5

63 OVERALL SCORE

The CT5 midsized luxury sedan drives well, thanks to its agile handling and taut ride. The standard 2.0-liter turbo four-cylinder engine is responsive but noisy. The uplevel choice is a 3.0-liter turbo V6. Both are paired with a 10-speed automatic that tends to delay upshifting, in turn making the engine rev more than it needs to. The supercharged V8-powered Blackwing can be had with a six-speed manual transmission. Rear- and all-wheel drive are available. Controls are easy to use, but it may take time for the electronic gear selector to become second nature. The front seats are very comfortable, but the rear seat is tight on headroom. AEB with pedestrian detection, BSW, and RCTW are standard, but AEB highway is optional. Cadillac's Super Cruise partially automated driving system is also available.

$38,195-$91,995
BASE PRICE RANGE

76 ROAD TEST	⌃ ADAS
⌄ RELIABILITY	⌄ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Blackwing, Luxury, Premium Luxury, Sport, V

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (237 hp); 3.0-liter V6 turbo (335 hp); 3.0-liter V6 turbo (360 hp); 6.2-liter V8 supercharged (668 hp)

TRANSMISSIONS: 10-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **194**
Width (in.) **74**
Height (in.) **57**
Wheelbase (in.) **116**
Weight (lb.) **3,865**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **875**
Cargo Volume, cu.ft. **12**
Towing Capacity (lb.) **1,000**

FUEL
Premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	⌄	*	*
Engine, Major	⏫	*	*
Engine, Minor	⏬	*	*
Engine, Cooling	⏫	*	*
Transmission, Major	⏫	*	*
Transmission, Minor	⏫	*	*
Drive System	⌄	*	*
Fuel System	⌄	*	*
Electrical	⏫	*	*
Climate System	⏫	*	*
Suspension	⌄	*	*
Brakes	⏫	*	*
Exhaust	⏫	*	*
Paint/Trim	⌄	*	*
Noises/Leaks	⏫	*	*
Body Hardware	⌄	*	*
Power Equipment	⌄	*	*
In-Car Electronics	⌃	*	*

⇊ ↓ ● ↑ ⇈ ✓

WORSE ⟷ BETTER RECOMMENDED

Cadillac Escalade

57
OVERALL SCORE

The super-roomy, three-row Escalade is much more luxurious and high-tech than its Chevrolet Tahoe and Suburban siblings. The standard 420-hp, 6.2-liter V8 supplies effortless power, and the 10-speed automatic shifts smoothly, though its 16 mpg overall is dismal. A six-cylinder diesel, which gets better fuel mileage, is available. The Escalade's high step-in compromises access, and the tall hood hampers visibility. Handling is ungainly but secure, and the SUV rides comfortably. The plush, quiet, and high-tech interior includes a large infotainment display that's relatively easy to use. AEB with pedestrian detection is standard, but BSW and RCTW aren't. The Super Cruise active driving assistance system is optional. The high-performance V version has a 682-hp, 6.2-liter supercharged V8 and all-wheel drive.

$79,295-$152,195
BASE PRICE RANGE

72 ROAD TEST	● ADAS
↓ RELIABILITY	● SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV; extended SUV

TRIM LINES: ESV, Luxury, Platinum, Premium Luxury, Sport, V

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 2 rear, 3 third

ENGINES: 3.0-liter 6 turbodiesel (277 hp); 6.2-liter V8 (420 hp); 6.2-liter V8 supercharged (682 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **211**
Width (in.) **81**
Height (in.) **77**
Wheelbase (in.) **121**
Weight (lb.) **5,950**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **1,580**
Cargo Volume, cu.ft. **56**
Towing Capacity (lb.) **8,000**

FUEL
Regular or premium or diesel
CR Overall mpg **16**

RELIABILITY HISTORY

	'20	**'21**	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Cadillac Lyriq

NA
OVERALL SCORE

Cadillac's first EV has a sleek profile that looks more like a raised wagon than a typical SUV. Rear and all-wheel-drive versions are available making 340-hp and 500-hp, respectively, with an EPA estimated range of 312 miles for the RWD version. Both are powered by a 102-kilowatt-hour battery. While the Lyriq's overall dimensions are similar to those of the XT6 SUV, the EV is lower and wider. Home charging can be relatively quick if using an 80-ampere circuit, thanks to the Lyriq's 19.2-kW onboard charger, which is more powerful than the ones on most EVs. A maximum acceptance rate of 190 kW at public DC fast-charging locations is also competitive. The Lyriq offers the latest version of the Super Cruise active driving assistance system. Standard active safety and driving assistance features include AEB with pedestrian detection, AEB highway, BSW, and RCTW.

$57,195-$73,195
BASE PRICE RANGE

NA ROAD TEST	⇈ ADAS
NA RELIABILITY	NA SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Luxury, Sport, Tech

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (340 hp); Electric (500 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **197**
Width (in.) **78**
Height (in.) **64**
Wheelbase (in.) **122**
Weight (lb.) **5,610**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **3,500**

FUEL
Electric
EPA Combined mpge **89**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

Cadillac XT4

58
OVERALL SCORE

The XT4 is Cadillac's entry-level luxury SUV, and is being freshened for the 2024 model year. Most changes are cosmetic, including new front and rear styling and some larger wheels. The interior has been redesigned, and incorporates a curved 33-inch infotainment display. But the freshened XT4 retains the same 235-hp, 2.0-liter turbo four-cylinder and nine-speed automatic from the 2023 model. While it's a responsive powertrain, the engine sounds too buzzy when revved. We got 23 mpg overall, which is unimpressive for the class. The XT4's handling is quite nimble, and even though its ride is on the stiff side, it's on a par with most of its peers. The interior has comfortable seats, and ritzy-looking leather and chrome touches throughout, although the gear selector takes some getting used to. AEB with pedestrian detection, BSW, and RCTW come standard, but AEB highway remains optional.

$36,295-$43,295
BASE PRICE RANGE

76 ROAD TEST	🔼 ADAS
🔽 RELIABILITY	🔽 SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Luxury, Premium Luxury, Sport
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (235 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **181**
Width (in.) **77**
Height (in.) **63**
Wheelbase (in.) **109**
Weight (lb.) **3,930**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **970**
Cargo Volume, cu.ft. **26.5**
Towing Capacity (lb.) **3,500**

FUEL
Premium
CR Overall mpg **23**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Cadillac XT5 ✓

67
OVERALL SCORE

Cadillac's XT5 luxury SUV is neither as sporty to drive as its German competitors nor as pampering as a Lexus RX. It's powered by either a 2.0-liter turbo four-cylinder or a 3.6-liter V6. Both are linked to a nine-speed automatic. With the V6, the XT5 feels lethargic in everyday driving, despite posting decent outright acceleration in our tests; the four-cylinder turbo feels more energetic, in spite of its lower horsepower rating. The XT5 handles soundly, and the ride is firm yet absorbent. Comfortable front seats, excellent fit and finish, and a quiet cabin lend the XT5 a luxurious aura. The controls are easy to use, and the current electronic gear selector is better than the old L-shaped one. AEB with pedestrian detection comes standard; BSW and RCTW are standard on all but the base trim.

$44,195-$57,095
BASE PRICE RANGE

75 ROAD TEST	❗ ADAS
❗ RELIABILITY	❗ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Luxury, Premium Luxury, Sport
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (235 hp); 3.6-liter V6 (310 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **190**
Width (in.) **75**
Height (in.) **66**
Wheelbase (in.) **113**
Weight (lb.) **4,300**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **1,620**
Cargo Volume, cu.ft. **33**
Towing Capacity (lb.) **3,500**

FUEL
Regular or premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	❗	🔽	❗
Engine, Major	⏫	⏫	⏫
Engine, Minor	⏫	🔼	⏫
Engine, Cooling	⏫	⏫	⏫
Transmission, Major	❗	🔼	⏫
Transmission, Minor	❗	🔼	⏫
Drive System	❗	🔼	⏫
Fuel System	⏫	⏫	⏫
Electrical	⏫	⏫	⏫
Climate System	⏫	🔼	⏫
Suspension	⏫	⏫	⏫
Brakes	❗	🔽	⏬
Exhaust	⏫	⏬	⏫
Paint/Trim	⏫	⏫	⏫
Noises/Leaks	⏫	🔽	⏫
Body Hardware	⏫	⏫	⏫
Power Equipment	⏫	⏫	⏫
In-Car Electronics	⏬	❗	⏫

⇊ ˅ I ˄ ⇈ ✓
WORSE — BETTER RECOMMENDED

Cadillac XT6

61
OVERALL SCORE

Cadillac's three-row midsized SUV has responsive handling and drives like a smaller vehicle than it is. The ride is comfortable but doesn't stand out against competitors. A 2.0-liter turbo engine is standard. Front- and all-wheel drive are available. We tested it with the 3.6-liter V6 and smooth nine-speed automatic, a combination that packs a lot of power for merging and passing. The cabin is quiet and nicely finished, and the seats are comfortable. But the XT6 is short on some luxury niceties, such as four-way adjustable lumbar support for the driver's seat and auto-up rear windows. The infotainment system and other controls are relatively easy to use. AEB with pedestrian detection, BSW, and RCTW are standard, but AEB highway is optional. Cadillac's Super Cruise partially automated driving system is also available.

$48,595-$60,095
BASE PRICE RANGE

76 ROAD TEST	˄ ADAS
˅ RELIABILITY	I SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Luxury, Premium Luxury, Sport
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 2 rear, 2 third
ENGINES: 2.0-liter 4 turbo (237 hp); 3.6-liter V6 (310 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **199**
Width (in.) **77**
Height (in.) **70**
Wheelbase (in.) **113**
Weight (lb.) **4,585**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,320**
Cargo Volume, cu.ft. **41**
Towing Capacity (lb.) **4,000**

FUEL
Premium
CR Overall mpg **18**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Chevrolet Blazer ✓

75
OVERALL SCORE

The Blazer midsized SUV seats five passengers but is focused more on styling and comfort and less on utility. Most versions get a 2.0-liter turbocharged four-cylinder that supplies ample power. A V6 comes on the sportier RS, but fuel economy is just 19 mpg overall. The Blazer rides and handles well, and is quiet. Controls are easy to use, but the low dash vents direct air to front occupants' knees and elbows instead of their upper body. Rearward visibility is restricted because of the sloping roofline and thick rear roof pillars. AEB with pedestrian detection is standard. BSW and RCTW are available on all but the base trim. For 2023 a 10-inch center screen is standard, and adaptive cruise control is more widely available. An electric version is coming soon.

$35,100-$45,700
BASE PRICE RANGE

78 ROAD TEST	I ADAS
˄ RELIABILITY	I SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: LT, Premier, RS
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (228 hp); 3.6-liter V6 (308 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **192**
Width (in.) **77**
Height (in.) **67**
Wheelbase (in.) **113**
Weight (lb.) **4,235**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **1,705**
Cargo Volume, cu.ft. **34.5**
Towing Capacity (lb.) **4,500**

FUEL
Regular
CR Overall mpg **19**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	I	I	⇈
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	˅	⇈
Transmission, Minor	I	⇈	⇈
Drive System	⇈	⇈	⇈
Fuel System	⇈	˅	⇈
Electrical	⇈	⇈	⇈
Climate System	⇊	˅	⇈
Suspension	⇈	˅	⇈
Brakes	I	˅	⇈
Exhaust	I	⇈	⇈
Paint/Trim	⇊	⇈	⇈
Noises/Leaks	⇈	˅	⇈
Body Hardware	I	⇈	⇈
Power Equipment	⇈	⇈	⇈
In-Car Electronics	⇊	⇈	⇈

Chevrolet Bolt

49 OVERALL SCORE

The Bolt is one of the most affordable electric vehicle options. A 200-hp electric motor drives the front wheels. It Bolt can travel 259 miles on a fully charged battery, as estimated by the EPA. DC fast-charging capability is standard, but the Bolt's maximum acceptance rate of 55 kilowatts is slow by current standards. Recent updates to the interior gave it more comfortable front seats and added soft-touch materials for a more upscale feel. The infotainment system and gear selector are also now easier to use. AEB with pedestrian detection is standard, but AEB highway is unavailable. BSW and RCTW are optional. Chevrolet has announced that 2023 is the final year for the Bolt, marking the end for one of the more-affordable EVs.

$26,500-$29,700
BASE PRICE RANGE

78 ROAD TEST
● ADAS
⏬ RELIABILITY
● SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback
TRIM LINES: 1LT, 2LT
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: Electric (200 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **163**
Width (in.) **70**
Height (in.) **63**
Wheelbase (in.) **102**
Weight (lb.) **3,590**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **875**
Cargo Volume, cu.ft. **17**
Towing Capacity (lb.) **NR**

FUEL
Electric
CR Overall mpge **120**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	⏬	🔽	*
Engine, Major	⏬	⏬	*
Engine, Minor	🔽	⏬	*
Engine, Cooling	⏫	⏫	*
Transmission, Major	⏫	⏫	*
Transmission, Minor	⏫	⏫	*
Drive System	🔽	🔼	*
Fuel System	⏫	⏫	*
Electrical	⏬	⏬	*
Climate System	🔼	⏫	*
Suspension	⏫	⏫	*
Brakes	⏫	⏫	*
Exhaust	⏫	⏫	*
Paint/Trim	🔼	⏫	*
Noises/Leaks	🔼	⏫	*
Body Hardware	⏫	⏫	*
Power Equipment	🔼	⏫	*
In-Car Electronics	●	🔽	*

Chevrolet Bolt EUV

45 OVERALL SCORE

The Bolt EUV (electric utility vehicle) is a taller, roomier version of the Bolt EV. The regular Bolt and the EUV have the same 200-hp electric motor that drives the front wheels, making for zippy acceleration. But the EUV lacks available all-wheel drive and extra cargo space, both of which are desirable SUV-like attributes. Compared with the original Bolt, the EUV has a noticeably more comfortable ride but also slightly diminished handling agility. The EUV's 247-mile EPA-rated driving range is robust. It took us more than 8 hours to charge it from near-empty on a 240-volt connection, which is pretty typical for EVs. AEB with pedestrian detection is standard, but AEB highway, BSW, and RCTW are optional. GM's Super Cruise active driving assistance system is available. Chevrolet has announced that 2023 is the final year for the Bolt EUV, marking the end for one of the more-affordable EVs.

$27,800-$32,300
BASE PRICE RANGE

80 ROAD TEST
● ADAS
⏬ RELIABILITY
🔼 SATISFACTION

OVERVIEW

BODY STYLES: wagon
TRIM LINES: LT, Premier
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: Electric (200 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **170**
Width (in.) **70**
Height (in.) **64**
Wheelbase (in.) **105**
Weight (lb.) **3,775**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT
Max. Load (lb.) **875**
Cargo Volume, cu.ft. **16**
Towing Capacity (lb.) **NR**

FUEL
Electric
CR Overall mpge **115**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			⏬
Engine, Major			⏬
Engine, Minor			⏬
Engine, Cooling			⏫
Transmission, Major			⏫
Transmission, Minor			🔼
Drive System			⏫
Fuel System			⏫
Electrical			🔽
Climate System			⏫
Suspension			⏫
Brakes			⏫
Exhaust			⏫
Paint/Trim			⏫
Noises/Leaks			🔼
Body Hardware			⏫
Power Equipment			⏫
In-Car Electronics			🔽

⇊ ↓ ! ↑ ⇈ ✓
WORSE —— BETTER | RECOMMENDED

Chevrolet Camaro

60 OVERALL SCORE

The Camaro possesses impressive handling agility and sharp steering. The optional magnetic ride suspension does an impressive job of keeping the Camaro composed on rough roads. The manual shifter has light, precise throws. Base models use a 275-hp, turbo four-cylinder engine, and the 3.6-liter V6 makes 335 hp. For the SS, Chevrolet transplanted the ferocious 6.2-liter V8 from the previous-generation Corvette. Transmission choices are a six-speed manual, and eight-speed and 10-speed automatics. Outward visibility is downright atrocious, and the rear-seat room is extremely tight. A mighty ZL1 version, powered by a 650-hp, 6.2-liter supercharged V8 engine, is also available. The Camaro offers no AEB. BSW and RCTW are optional.

$26,400-$73,300
BASE PRICE RANGE

85 ROAD TEST	Opt. ADAS
↓ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: convertible; coupe

TRIM LINES: LS, LT, SS, ZL1

DRIVE WHEELS: Rear

SEATING: 2 front, 2 rear

ENGINES: 2.0-liter 4 turbo (275 hp); 3.6-liter V6 (335 hp); 6.2-liter V8 (455 hp); 6.2-liter V8 supercharged (650 hp)

TRANSMISSIONS: 8-speed automatic; 10-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **188**
Width (in.) **75**
Height (in.) **53**
Wheelbase (in.) **111**
Weight (lb.) **3,730**
% Weight Front/Rear **54/46**

CARGO MEASUREMENT
Max. Load (lb.) **725**
Cargo Volume, cu.ft. **11**
Towing Capacity (lb.) **NR**

FUEL
Regular or premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Chevrolet Colorado

NA OVERALL SCORE

Looking much like the full-sized Silverado, the redesigned midsized Colorado pickup truck comes only in a crew-cab, short-bed configuration with a turbocharged four-cylinder engine producing 237 or 310 hp, and an eight-speed automatic. There is a choice of rear- or four-wheel drive. Competing directly with the Ford Ranger, the line has three trims (out of five) that are offered strictly in 4WD, each with a rising level of capability. Every Colorado features an 11-inch infotainment screen, with related apps for off-roading and trailering. AEB with pedestrian detection and AEB highway are standard, but BSW and RCTW are optional.

$29,200-$46,800
BASE PRICE RANGE

NA ROAD TEST	↑ ADAS
↓ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: crew cab

TRIM LINES: LT, Trail Boss, WT, Z71, ZR2

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear

ENGINES: 2.7-liter 4 turbo (237 hp); 2.7-liter 4 turbo (310 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **213**
Width (in.) **75**
Height (in.) **80**
Wheelbase (in.) **131**
Weight (lb.) **4,970**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **1,585**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **7,700**

FUEL
Regular
EPA Combined mpg **21**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	!	↓	⇊
Engine, Major	↑	!	⇈
Engine, Minor	⇈	!	⇊
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	↑	↑	⇊
Transmission, Minor	⇈	↑	⇊
Drive System	↑	!	⇈
Fuel System	⇈	⇈	⇈
Electrical	↑	!	⇊
Climate System	!	⇈	⇈
Suspension	↑	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	!	⇈
Paint/Trim	⇈	⇈	⇊
Noises/Leaks	!	↓	⇊
Body Hardware	⇈	⇈	⇊
Power Equipment	!	⇈	⇈
In-Car Electronics	↓	↑	⇈

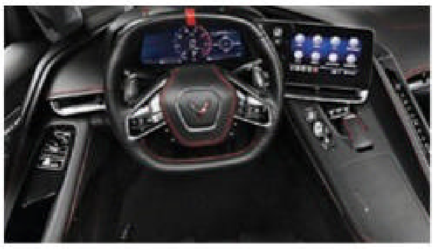
Chevrolet Corvette ✔

87
OVERALL SCORE

The eighth-generation Corvette uses a mid-engine design, with its 495-hp, 6.2-liter V8 visible under the rear glass hatchback. It's coupled to a rapid-shifting eight-speed, dual-clutch automatic that contributed to its 3.4-second sprint from 0 to 60 mph. Handling agility is superlative, with immediate turn-in response and almost zero body roll, which will make drivers constantly grin from ear-to-ear. Yet the ride isn't punishing, thanks in part to the optional adaptive suspension. Rear and side visibility, as well as cabin access, is severely hampered. The front trunk is small, but the cargo area aft of the engine can hold the removable targa top and a soft-sided bag or two. The high-performance Z06 model returns with a new 670-hp, 5.5-liter V8, and an all-wheel-drive hybrid E-Ray is also available. BSW and RCTW are optional, but AEB isn't available.

$64,500-$126,150
BASE PRICE RANGE

97 ROAD TEST	Opt. ADAS
! RELIABILITY	⇈ SATISFACTION



OVERVIEW

BODY STYLES: 2-door hatchback; convertible

TRIM LINES: 1LT, 2LT, 3LT, Z06

DRIVE WHEELS: Rear

SEATING: 2 front

ENGINES: 5.5-liter V8 (670 hp); 6.2-liter V8 (495 hp)

TRANSMISSIONS: 8-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **182**
Width (in.) **76**
Height (in.) **49**
Wheelbase (in.) **107**
Weight (lb.) **3,625**
% Weight Front/Rear **39/61**

CARGO MEASUREMENT
Max. Load (lb.) **425**
Cargo Volume, cu.ft. **13**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **19**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	↑	↓
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	↑
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	!	⇈
Transmission, Minor	!	↑	⇈
Drive System	⇈	⇈	⇈
Fuel System	!	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	!	↓	⇊
Noises/Leaks	⇈	↑	⇈
Body Hardware	⇈	↑	⇊
Power Equipment	⇈	⇈	⇈
In-Car Electronics	⇈	⇈	↓

Chevrolet Equinox ✔

67
OVERALL SCORE

The Equinox is one of the roomiest compact SUVs available, and offers the latest infotainment and safety technology. The sole engine is a lackluster 1.5-liter turbo four-cylinder with a six-speed automatic. We found that the ride absorbed bumps and pavement imperfections very well. Handling is responsive and secure. The cabin is quiet, and the controls are straightforward to use, including Chevrolet's latest infotainment system. Even though the interior has some cheap touches, the seats are quite comfortable. AEB with pedestrian detection is standard but AEB highway is not offered. BSW and RCTW are optional. An electric Equinox is coming soon.

$26,600-$33,400
BASE PRICE RANGE

77 ROAD TEST	! ADAS
! RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: LS, LT, Premier, RS

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 1.5-liter 4 turbo (175 hp)

TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **183**
Width (in.) **73**
Height (in.) **65**
Wheelbase (in.) **107**
Weight (lb.) **3,540**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **995**
Cargo Volume, cu.ft. **32**
Towing Capacity (lb.) **3,500**

FUEL
Regular
CR Overall mpg **25**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	!	!	⇊
Engine, Major	⇈	⇈	↑
Engine, Minor	↓	⇈	↑
Engine, Cooling	⇈	⇈	↑
Transmission, Major	⇈	⇈	↓
Transmission, Minor	⇈	⇈	!
Drive System	⇈	↑	⇈
Fuel System	⇈	⇈	⇈
Electrical	↓	⇈	↑
Climate System	↑	⇈	⇈
Suspension	↑	⇈	⇈
Brakes	↑	⇈	↑
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	↓	⇈
Noises/Leaks	↓	↑	↑
Body Hardware	⇈	↑	⇈
Power Equipment	⇈	⇈	⇈
In-Car Electronics	!	↑	↓

⇊ ↓ ! ↑ ⇈ ✓
WORSE — BETTER RECOMMENDED

Chevrolet Malibu

62 OVERALL SCORE

Chevrolet's Malibu stands out among midsized sedans for its comfortable ride and quiet, spacious cabin. Handling is respectable, too. But it soldiers on mostly unchanged while many rivals have been redesigned. Two turbo four-cylinder engines are offered. We tested the 1.5-liter turbo with a six-speed automatic and got 29 mpg overall. A continuously variable transmission is now standard. The uplevel engine is a more powerful and refined 2.0-liter turbo mated to a nine-speed automatic. Up front is a comfortable cockpit and an updated version of Chevrolet's infotainment system. But the cloth seats provide less back and leg support than the leather seats. The roomy rear seat lets passengers stretch out. While AEB with pedestrian detection is standard, AEB highway, BSW, and RCTW remain optional.

$25,000-$31,500
BASE PRICE RANGE

81 ROAD TEST	! ADAS
↓ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: 2LT, LS, LT, RS
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: 1.5-liter 4 turbo (160 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **194**
Width (in.) **73**
Height (in.) **58**
Wheelbase (in.) **112**
Weight (lb.) **3,125**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **900**
Cargo Volume, cu.ft. **16**
Towing Capacity (lb.) **1,000**

FUEL
Regular
CR Overall mpg **29**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Chevrolet Silverado 1500

50 OVERALL SCORE

The Chevrolet Silverado 1500 received recent updates that brought a fresh interior, off-road-focused models, and the Super Cruise active driving assistance system with trailering support. We found that the Silverado delivers smooth, responsive power from its 5.3-liter V8 engine, returning 17 mpg overall for the crew-cab four-wheel-drive version. A 3.0-liter six-cylinder diesel engine, with a 10-speed automatic, gets an impressive 23 mpg overall. The ride is steady, and the cabin is very quiet. Handling is sound and secure. Rear-seat room in crew-cab versions is immense, but the high step-in requires a climb. Trim variants, such as the ZR2 and High Country, run the gamut from an off-road special to a luxury chariot. AEB with pedestrian detection is standard, but AEB highway, BSW, and RCTW are optional.

$36,300-$71,500
BASE PRICE RANGE

78 ROAD TEST	! ADAS
⇊ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: crew cab; extended cab; regular cab
TRIM LINES: Custom, Custom Trail Boss, High Country, LT, LT Trail Boss, LTZ, RST, WT, ZR2, ZR2 Bison
DRIVE WHEELS: Rear, 4WD
SEATING: 3 front, 3 rear
ENGINES: 2.7-liter 4 turbo (310 hp); 3.0-liter 6 turbodiesel (305 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)
TRANSMISSIONS: 8-speed automatic; 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **232**
Width (in.) **81**
Height (in.) **76**
Wheelbase (in.) **147**
Weight (lb.) **5,130**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **1,940**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **12,100**

FUEL
Electric or regular
CR Overall mpg **17-23**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↓	⇊	↓
Engine, Major	⇈	⇊	⇈
Engine, Minor	⇊	⇊	↑
Engine, Cooling	⇈	↑	⇈
Transmission, Major	↑	↑	⇈
Transmission, Minor	↑	↑	↑
Drive System	!	!	⇈
Fuel System	!	↑	↑
Electrical	↓	↓	⇈
Climate System	↑	↑	↓
Suspension	↑	⇈	⇈
Brakes	⇊	⇈	↑
Exhaust	↑	⇈	⇊
Paint/Trim	!	⇈	⇈
Noises/Leaks	!	↑	↑
Body Hardware	↑	⇈	⇈
Power Equipment	↑	⇈	⇈
In-Car Electronics	!	↑	↑

Chevrolet Suburban

55 OVERALL SCORE

This generation Suburban has an independent rear suspension, which improves ride comfort and handling, as well as increased third-row room. The standard 5.3-liter V8 is mated to a 10-speed automatic, and together they deliver plenty of predictable and smooth power. While the standard suspension delivers a comfortable ride, handling can feel ponderous. The Premier trim's electromagnetic dampers make the SUV feel more composed and responsive. The cabin is noticeably quiet, and the controls are easy to use, except for the tricky gear selector. It's a big step up to get into the Suburban, and the tall hood hurts forward visibility. AEB with pedestrian detection is standard, but AEB highway, BSW, and RCTW are optional, and the Super Cruise driver assistance system is available on the higher trims.

$56,900-$80,100
BASE PRICE RANGE

69 ROAD TEST	● ADAS
↓ RELIABILITY	● SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: High Country, LS, LT, Premier, RST, Z71

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.0-liter 6 turbodiesel (277 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **226**
Width (in.) **81**
Height (in.) **76**
Wheelbase (in.) **134**
Weight (lb.) **6,000**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **1,655**
Cargo Volume, cu.ft. **70**
Towing Capacity (lb.) **8,100**

FUEL
Electric or regular
CR Overall mpg **16**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Chevrolet Tahoe

52 OVERALL SCORE

Like the Suburban, the Tahoe's independent rear suspension improves ride comfort, handling, and third-row room. This massive vehicle is also very functional, comfortable, and high-tech. The standard 5.3-liter V8 and 10-speed automatic deliver plenty of predictable power. With the standard suspension the ride is comfortable, but handling is ponderous. The Premier trim's electromagnetic dampers significantly improve both the ride and handling. The enormous cabin is super-quiet. Controls are very easy to use, except for the tricky gear selector. It's a big step up to get into the Tahoe, and the tall hood cuts forward visibility. AEB with pedestrian detection is standard, but AEB highway, BSW, and RCTW are optional. The Super Cruise driver asisstance system is available on higher trims.

$54,200-$77,400
BASE PRICE RANGE

67 ROAD TEST	● ADAS
↓ RELIABILITY	● SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: High Country, LS, LT, Premier, RST, Z71

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.0-liter 6 turbodiesel (277 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (433 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **211**
Width (in.) **81**
Height (in.) **76**
Wheelbase (in.) **121**
Weight (lb.) **5,810**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **1,655**
Cargo Volume, cu.ft. **58.5**
Towing Capacity (lb.) **8,400**

FUEL
Electric or regular
CR Overall mpg **17**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	⇈	⇊	⇈
Engine, Major	⇈	⇊	⇈
Engine, Minor	⇈	↑	⇈
Engine, Cooling	⇈	↑	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇊	⇈
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	↑	⇈
Suspension	⇈	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	●	⇈	⇈
Noises/Leaks	●	●	⇈
Body Hardware	⇈	⇈	⇈
Power Equipment	●	⇈	⇈
In-Car Electronics	↑	●	↓

⏬ ▼ ! ▲ ⏫ ✓
WORSE — BETTER RECOMMENDED

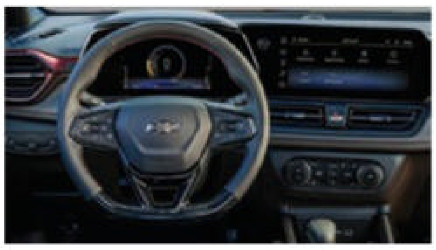
Chevrolet Trailblazer ✓

70
OVERALL SCORE

Chevrolet's subcompact SUV, the Trailblazer, slots between the Trax and the Equinox. It shares a platform and powertrain with the Buick Encore GX. Like the GX, base models get a 1.2-liter turbo three-cylinder, while upper trims and all-wheel-drive versions come with a 155-hp, 1.3-liter turbo engine and nine-speed automatic. This latter engine is responsive and fuel-efficient. For its small footprint, the Trailblazer provides ample room, but thick roof pillars and the lack of a third side window compromise rear and side visibility. The ride is decent, but handling is rather clumsy. Road noise is pronounced. A new 11-inch infotainment system is part of a refresh for 2024. AEB with pedestrian detection is standard, but AEB highway is unavailable. BSW and RCTW are optional.

$22,100-$27,700
BASE PRICE RANGE

68 ROAD TEST
! ADAS
▲ RELIABILITY
▼ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Activ, LS, LT, RS
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 1.2-liter 3 turbo (137 hp); 1.3-liter 3 turbo (155 hp)
TRANSMISSIONS: 9-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **174**
Width (in.) **71**
Height (in.) **66**
Wheelbase (in.) **104**
Weight (lb.) **3,275**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **945**
Cargo Volume, cu.ft. **24**
Towing Capacity (lb.) **1,000**

FUEL
Regular
CR Overall mpg **27**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability		▲	*
Engine, Major		⏫	*
Engine, Minor		⏫	*
Engine, Cooling		⏫	*
Transmission, Major		⏫	*
Transmission, Minor		⏫	*
Drive System		⏫	*
Fuel System		!	*
Electrical		⏫	*
Climate System		⏫	*
Suspension		!	*
Brakes		⏫	*
Exhaust		⏫	*
Paint/Trim		⏫	*
Noises/Leaks		⏫	*
Body Hardware		⏫	*
Power Equipment		⏫	*
In-Car Electronics		⏫	*

Chevrolet Traverse ✓

78
OVERALL SCORE

The midsized Traverse's roomy and quiet interior, very comfortable ride, and responsive handling make it a viable alternative to full-sized SUVs, such as the Tahoe. It's also a competent challenger to established three-row midsized SUVs. The 3.6-liter V6 engine supplies quick acceleration and gets 20 mpg overall. The front seats and the second-row captain's chairs are comfortable, and the third row is roomy. An eight-passenger configuration with a second-row bench seat is available on lower trims. We like the intuitive infotainment system, but manual sunroof shades feel out of place in the $50,000 Premier trim. AEB with pedestrian detection is standard, but AEB highway, BSW, and RCTW are optional.

$34,520-$54,200
BASE PRICE RANGE

90 ROAD TEST
! ADAS
! RELIABILITY
! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: High Country, LS, LT, Premier, RS
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear, 3 third
ENGINES: 3.6-liter V6 (310 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **206**
Width (in.) **79**
Height (in.) **71**
Wheelbase (in.) **121**
Weight (lb.) **4,695**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **1,450**
Cargo Volume, cu.ft. **54.5**
Towing Capacity (lb.) **5,000**

FUEL
Regular
CR Overall mpg **20**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	!	▼	▼
Engine, Major	⏫	⏫	⏫
Engine, Minor	⏫	⏫	⏫
Engine, Cooling	⏫	⏫	⏫
Transmission, Major	▼	⏫	⏫
Transmission, Minor	▲	⏬	⏬
Drive System	⏫	⏫	⏬
Fuel System	▲	▲	⏫
Electrical	⏫	⏫	⏫
Climate System	▲	!	⏫
Suspension	▲	⏫	⏫
Brakes	!	⏬	⏫
Exhaust	⏫	⏫	⏫
Paint/Trim	▲	⏫	⏫
Noises/Leaks	⏬	⏫	⏫
Body Hardware	▲	!	⏫
Power Equipment	⏫	⏫	⏫
In-Car Electronics	⏬	⏫	!

Chevrolet Trax

NA
OVERALL SCORE

The redesigned Trax is a 2024 model that's almost a foot longer than its predecessor. It is now one of the biggest SUVs in a class that includes the Honda HR-V and Kia Seltos. The only available powerplant is a 1.2-liter three-cylinder turbo engine and a six-speed automatic transmission that sends power to the front wheels. All-wheel drive is not available. The exterior is modeled on the Blazer, with a prominent grille and slim LED daytime running lights. The tidy interior is roomier than in the previous Trax and features straightforward climate controls and a traditional shift lever. The new Trax finally gets standard AEB with pedestrian detection. BSW and RCTW are optional.

$21,495-$24,495
BASE PRICE RANGE

NA ROAD TEST	I ADAS
I RELIABILITY	I SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: 1RS, 2RS, Activ, LS, LT
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: 1.2-liter 3 turbo (137 hp)
TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **179**
Width (in.) **72**
Height (in.) **61**
Wheelbase (in.) **106**
Weight (lb.) **3,255**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **NR**

FUEL
Regular
EPA Combined mpg **30**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	▲▲	*	*
Engine, Major	▲▲	*	*
Engine, Minor	▲▲	*	*
Engine, Cooling	▲▲	*	*
Transmission, Major	▲▲	*	*
Transmission, Minor	▲▲	*	*
Drive System	▲▲	*	*
Fuel System	▲▲	*	*
Electrical	▲▲	*	*
Climate System	▲▲	*	*
Suspension	▲▲	*	*
Brakes	▲▲	*	*
Exhaust	▲▲	*	*
Paint/Trim	▲▲	*	*
Noises/Leaks	▲▲	*	*
Body Hardware	▲▲	*	*
Power Equipment	▲▲	*	*
In-Car Electronics	▲▲	*	*

Chrysler 300 ✔

76-77
OVERALL SCORE

It's the end of an era, as 2023 marks the final year for the roomy and luxurious 300. There's plenty of space for five adults in the comfortable cabin. The powerful 5.7-liter V8 gets 20 mpg overall, but we prefer the 3.6-liter V6, which is plenty strong and got a decent 22 mpg overall in our tests. For the grand finale the 300C will be available with a 6.4-liter V8. All engines use a smooth eight-speed automatic. All-wheel drive is available with the V6. The 300's stately ride, responsive handling, and quiet cabin make it feel like a bargain luxury car. The Uconnect infotainment system is easy to use. The last freshening brought an electronic gear selector knob and a big information screen within the gauge cluster. AEB highway, BSW, and RCTW are optional, but pedestrian detection isn't available.

$33,545-$55,000
BASE PRICE RANGE

81 ROAD TEST	**Opt.** ADAS
▲ RELIABILITY	▲▲ SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: C, S, Touring, Touring L
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: 3.6-liter V6 (292 hp); 3.6-liter V6 (300 hp); 5.7-liter V8 (363 hp); 6.4-liter V8 (485 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **199**
Width (in.) **75**
Height (in.) **58**
Wheelbase (in.) **120**
Weight (lb.) **4,095**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **865**
Cargo Volume, cu.ft. **16**
Towing Capacity (lb.) **1,000**

FUEL
Regular or premium
CR Overall mpg **20-22**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Chrysler Pacifica

46 / 63 OVERALL SCORE

The Pacifica minivan is offered in seven- and eight-passenger configurations, and it is distinguished by handy fold-into-the-floor second-row seats that make it easy to carry big, bulky items. The 3.6-liter V6 engine, paired with a nine-speed automatic, provides plenty of power and gets a decent 21 mpg overall. A plug-in version is also available. All-wheel drive is optional for the non-hybrid. Handling is responsive, with the van tackling corners like a well-tuned midsized sedan. The suspension delivers a comfortable, composed ride, and the cabin is quiet. The Pacifica uses the Uconnect infotainment system, which is one of the best available. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$37,020-$59,995
BASE PRICE RANGE

81-86	⇈
ROAD TEST	ADAS
⇊-↓	!
RELIABILITY	SATISFACTION

OVERVIEW

BODY STYLES: minivan

TRIM LINES: Limited, Pinnacle, Touring, Touring L

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.6-liter V6 hybrid (260 hp); 3.6-liter V6 (287 hp)

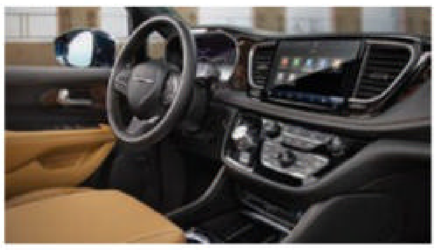
TRANSMISSIONS: 9-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **204**
Width (in.) **80**
Height (in.) **70**
Wheelbase (in.) **122**
Weight (lb.) **4,535**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,300**
Cargo Volume, cu.ft. **66**
Towing Capacity (lb.) **3,600**

FUEL
Regular
CR Overall mpg **21-27**



RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	⇊	!	*
Engine, Major	!	⇈	*
Engine, Minor	⇊	⇈	*
Engine, Cooling	!	⇈	*
Transmission, Major	↑	⇈	*
Transmission, Minor	↑	↑	*
Drive System	!	!	*
Fuel System	!	⇈	*
Electrical	⇊	!	*
Climate System	↑	⇈	*
Suspension	⇈	⇈	*
Brakes	↑	⇈	*
Exhaust	⇈	⇈	*
Paint/Trim	⇈	⇈	*
Noises/Leaks	⇊	!	*
Body Hardware	!	↓	*
Power Equipment	↑	!	*
In-Car Electronics	!	⇊	*

Dodge Challenger

64 OVERALL SCORE

The old-school Challenger is a modern-day muscle car. It's too heavy and wide for pinpoint handling on narrow roads, but it's balanced and enjoyable on an open track. The V8 sound is music to an enthusiast's ears. Ride comfort, noise isolation, and the six-speed manual transmission's stiff shifter and clutch detract from the overall driving experience, and the view out to any direction is dreadful. The rear seat is relatively roomy, but getting in and out is awkward. The trunk is quite large. Engine choices range from a mild V6 up to a 6.2-liter supercharged V8, but we think the best choice is the 5.7-liter V8. All-wheel drive is optional with the V6. An eight-speed automatic is available. BSW and RCTW are optional, but AEB with pedestrian detection and AEB highway aren't available. 2023 is the Challenger's final year.

$30,545-$66,045
BASE PRICE RANGE

70	Opt.
ROAD TEST	ADAS
!	⇈
RELIABILITY	SATISFACTION

OVERVIEW

BODY STYLES: coupe

TRIM LINES: GT, Jailbreak, R/T, R/T Scat Pack, SRT Hellcat, SRT Hellcat Redeye, SRT Super Stock, SXT

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 3.6-liter V6 (303 hp); 5.7-liter V8 (375 hp); 6.2-liter V8 supercharged (717 hp); 6.2-liter V8 supercharged (797 hp); 6.2-liter V8 supercharged (807 hp); 6.4-liter V8 (485 hp)

TRANSMISSIONS: 8-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **198**
Width (in.) **76**
Height (in.) **57**
Wheelbase (in.) **116**
Weight (lb.) **4,190**
% Weight Front/Rear **54/46**

CARGO MEASUREMENT
Max. Load (lb.) **865**
Cargo Volume, cu.ft. **16**
Towing Capacity (lb.) **1,000**

FUEL
Regular or premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Dodge Charger ✓

76
OVERALL SCORE

Like its cousin, the Chrysler 300, the Charger is a big, comfortable cruiser with an array of technology on tap. The Charger delivers a comfortable ride, and the quiet cabin is well-equipped, which makes the car a bargain luxury sedan. The 3.6-liter V6 and eight-speed automatic work well, and the 370-hp, 5.7-liter Hemi V8 packs more punch at the expense of fuel economy. The power-mad can have a 485-hp, 6.4-liter V8 or the Hellcat's 797-hp supercharged V8. All-wheel drive is optional on mainstream V6 versions. Rear visibility is restricted, and the lift-up door handles are an outdated inconvenience. The well-designed Uconnect touchscreen infotainment system is optional. AEB highway, BSW, and RCTW are optional, but pedestrian detection isn't available at all. 2023 is the Charger's final year.

$32,645-$77,345
BASE PRICE RANGE

80
ROAD TEST

Opt.
ADAS

^
RELIABILITY

^
SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: GT, Jailbreak, R/T, Scat Pack, SRT Hellcat, SRT Hellcat Redeye, SXT

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 3.6-liter V6 (292 hp); 3.6-liter V6 (300 hp); 5.7-liter V8 (370 hp); 6.2-liter V8 supercharged (717 hp); 6.2-liter V8 supercharged (797 hp); 6.2-liter V8 supercharged (807 hp); 6.4-liter V8 (485 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **201**
Width (in.) **75**
Height (in.) **58**
Wheelbase (in.) **120**
Weight (lb.) **4,335**
% Weight Front/Rear **54/46**

CARGO MEASUREMENT
Max. Load (lb.) **865**
Cargo Volume, cu.ft. **16**
Towing Capacity (lb.) **1,000**

FUEL
Regular or premium
CR Overall mpg **20-22**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Dodge Durango

63
OVERALL SCORE

Spacious, quiet, and comfortable, the Durango impressively blends workhorse utility with lots of creature comforts. This three-row midsized SUV shares its platform with the previous-generation Jeep Grand Cherokee. Handling is responsive. The ride is composed and comfortable, making the Durango feel sophisticated and substantial. The slick eight-speed automatic helps make for smooth and prompt power delivery. Most buyers will be satisfied with the V6 engine. The optional Uconnect infotainment system is one of the best, with intuitive operation. Cargo room is generous, and the Durango can tow 1,000 to 2,000 pounds more than competitors. Limited visibility is a downside. BSW and RCTW are standard; but AEB highway is optional. AEB with pedestrian detection is not offered.

$38,495-$91,185
BASE PRICE RANGE

78
ROAD TEST

Opt.
ADAS

!
RELIABILITY

↓
SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Citadel, GT, R/T, SRT 392, SRT Hellcat, SXT

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 3.6-liter V6 (293 hp); 3.6-liter V6 (295 hp); 5.7-liter V8 (360 hp); 6.2-liter V8 supercharged (710 hp); 6.4-liter V8 (475 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **200**
Width (in.) **76**
Height (in.) **71**
Wheelbase (in.) **120**
Weight (lb.) **5,105**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **1,200**
Cargo Volume, cu.ft. **44**
Towing Capacity (lb.) **6,200**

FUEL
Regular
CR Overall mpg **18**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	!	*
Engine, Major	*	⇈	*
Engine, Minor	*	↓	*
Engine, Cooling	*	⇈	*
Transmission, Major	*	↓	*
Transmission, Minor	*	↓	*
Drive System	*	⇈	*
Fuel System	*	⇈	*
Electrical	*	⇈	*
Climate System	*	⇈	*
Suspension	*	⇈	*
Brakes	*	⇈	*
Exhaust	*	⇈	*
Paint/Trim	*	⇊	*
Noises/Leaks	*	⇊	*
Body Hardware	*	⇈	*
Power Equipment	*	⇈	*
In-Car Electronics	*	↓	*

Dodge Hornet

NA
OVERALL SCORE

Fitting with the brand's muscle car image, Dodge is positioning the small Hornet as a performance-oriented sporty compact SUV. It shares components with the new Alfa Romeo Tonale, itself based on the Jeep Compass. The base GT packs a 268-hp 2.0-liter turbo four-cylinder engine with a nine-speed automatic for about $30,000. The R/T plug-in hybrid nets 288-hp combined, powered by a 1.3-liter turbo four-cylinder paired with a six-speed automatic that works in conjunction with its electric drive will come later. It has a 30-mile electric-only range before transitioning to regular hybrid operation. Both versions have standard AWD. AEB with pedestrian and cyclist detection, AEB highway, BSW, and RCTW are standard.

$29,995-$44,995
BASE PRICE RANGE

NA ROAD TEST	⇈ ADAS
↓ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: GT, GT Plus, R/T
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 1.3-liter 4 hybrid (288 hp); 2.0-liter 4 turbo (268 hp)
TRANSMISSIONS: 6-speed automatic; 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **178**
Width (in.) **72**
Height (in.) **64**
Wheelbase (in.) **104**
Weight (lb.) **3,715**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **1,245**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **2,000**

FUEL
Regular or premium
EPA Combined mpg **24**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

Fiat 500X

38
OVERALL SCORE

The 500X is the only Fiat model still available in the U.S. While its styling may be cute, the SUV's appeal wanes as drivers spend more time with the 500X, thanks to its stiff ride, noisy cabin, restricted visibility, annoying vibration when idling, and unsupportive seats. This sibling vehicle to the Jeep Renegade shares some of the same virtues and weaknesses. Both have a nine-speed automatic that is neither smooth nor responsive. When we tested it with the old 2.4-liter engine, its fuel economy was unimpressive. The current 1.3-liter turbo engine is likely to improve that by 1 or 2 mpg. At least the interior has some flair. AEB with pedestrian detection and AEB highway are standard. BSW, RCTW are optional.

$28,965-$31,955
BASE PRICE RANGE

49 ROAD TEST	↑ ADAS
↓ RELIABILITY	⇊ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Pop, Sport
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 1.3-liter 4 turbo (177 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **167**
Width (in.) **71**
Height (in.) **64**
Wheelbase (in.) **101**
Weight (lb.) **3,280**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **1,080**
Cargo Volume, cu.ft. **19.5**
Towing Capacity (lb.) **2,000**

FUEL
Regular
CR Overall mpg **23**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Ford Bronco

52 OVERALL SCORE

The boxy Bronco comes in two- and four-door configurations, with a standard soft top and an available removable hardtop. All versions have 4WD and removable doors. A 2.3-liter four-cylinder turbo is standard; the 2.7-liter turbo V6 we tested delivers strong power. Ride and handling are fairly refined, yet off-road ability is superb, thanks to a rear locking differential, plenty of ground clearance, and short overhangs. A camera projects your path on the infotainment screen and helps with front-tire placement off-road. Wind noise is very pronounced even with the hardtop, and stopping distances are quite long. The extreme Raptor version has a 418-hp, twin-turbo 3.0-liter V6 and a beefier off-road suspension. AEB with pedestrian detection and AEB highway are standard, but BSW and RCTW are optional.

$34,595-$78,580
BASE PRICE RANGE

51 ROAD TEST	↑ ADAS
! RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 2-door SUV; 4-door SUV

TRIM LINES: Badlands, Base, Big Bend, Black Diamond, Everglades, Heritage, Outer Banks, Raptor, Wildtrak

DRIVE WHEELS: 4WD

SEATING: 2 front, 3 rear

ENGINES: 2.3-liter 4 turbo (275 hp); 2.3-liter 4 turbo (300 hp); 2.7-liter V6 turbo (315 hp); 2.7-liter V6 turbo (330 hp); 3.0-liter V6 turbo (418 hp)

TRANSMISSIONS: 10-speed automatic; 7-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **189**
Width (in.) **76**
Height (in.) **73**
Wheelbase (in.) **116**
Weight (lb.) **4,795**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,275**
Cargo Volume, cu.ft. **40**
Towing Capacity (lb.) **3,500**

FUEL
Regular or premium
CR Overall mpg **18**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability		⇈	⇊
Engine, Major		⇈	↑
Engine, Minor		⇈	⇈
Engine, Cooling		⇈	⇈
Transmission, Major		⇈	⇊
Transmission, Minor		⇈	⇊
Drive System		⇈	⇈
Fuel System		⇈	⇈
Electrical		⇈	⇈
Climate System		⇈	⇈
Suspension		⇈	⇈
Brakes		⇈	⇈
Exhaust		⇈	⇈
Paint/Trim		⇈	⇈
Noises/Leaks		⇈	⇈
Body Hardware		⇈	⇊
Power Equipment		⇈	⇊
In-Car Electronics		⇈	⇈

Ford Bronco Sport

57 OVERALL SCORE

The Bronco Sport is a beefier version of the Escape compact SUV that has rugged styling cues. With its increased ground clearance and shorter overhangs than the Escape, the Bronco Sport is fit for mild off-roading. The highest trim takes it further, with a more capable four-wheel-drive system and all-terrain tires. Most versions come with a 181-hp, turbo three-cylinder that packs decent punch but vibrates annoyingly at very low revs. Higher trims get a 245-hp, turbo four-cylinder that's much more refined. An eight-speed automatic and four-wheel drive come standard. The ride is quite firm, but handling is taut and agile. The controls are very easy to use, including the infotainment system. Standard active safety features include AEB with pedestrian detection, BSW, and RCTW.

$29,215-$44,655
BASE PRICE RANGE

75 ROAD TEST	⇈ ADAS
↓ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Badlands, Base, Big Bend, Heritage, Heritage Limited, Outer Banks

DRIVE WHEELS: 4WD

SEATING: 2 front, 3 rear

ENGINES: 1.5-liter 3 turbo (181 hp); 2.0-liter 4 turbo (245 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **173**
Width (in.) **74**
Height (in.) **70**
Wheelbase (in.) **105**
Weight (lb.) **3,515**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **1,100**
Cargo Volume, cu.ft. **30.5**
Towing Capacity (lb.) **2,200**

FUEL
Regular
CR Overall mpg **25**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability		!	⇊
Engine, Major		↓	↓
Engine, Minor		⇈	⇈
Engine, Cooling		⇈	⇈
Transmission, Major		⇈	⇈
Transmission, Minor		⇈	↑
Drive System		↑	↑
Fuel System		⇈	⇈
Electrical		⇈	⇈
Climate System		⇈	⇈
Suspension		⇈	⇈
Brakes		⇊	⇊
Exhaust		⇈	⇈
Paint/Trim		⇈	⇈
Noises/Leaks		⇊	⇊
Body Hardware		⇈	⇈
Power Equipment		↑	⇈
In-Car Electronics		⇈	⇈

⇊ ↓ ! ↑ ⇈ ✓
WORSE — BETTER RECOMMENDED

Ford Edge ✓

78
OVERALL SCORE

The Edge is a roomy and capable SUV. Most versions come with the standard 2.0-liter turbo four-cylinder and eight-speed automatic. This combination provides smooth, quiet acceleration. The sportier ST trim gets a turbocharged V6 and all-wheel drive. The spacious interior provides comfortable quarters, front and rear, and cargo room is generous. However, the driving position is uneven because the left footrest sits too close to the driver. High-end versions like the Titanium, for instance, can rival some luxury SUVs with a quiet cabin, a steady ride, agile handling, and impressive feature content. Ford's Sync 4 infotainment system, with its large 12-inch touchscreen, is standard equipment. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$37,945-$46,485
BASE PRICE RANGE

81 ROAD TEST	⇈ ADAS
↑ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: SE, SEL, ST, ST-Line, Titanium

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (250 hp); 2.7-liter V6 turbo (335 hp)

TRANSMISSIONS: 7-speed automatic; 8-speed automatic

FACTS & FIGURES

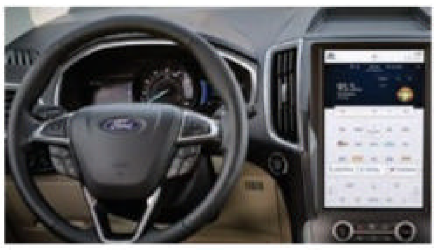
EXTERIOR DIMENSIONS

Length (in.)	**189**
Width (in.)	**76**
Height (in.)	**68**
Wheelbase (in.)	**112**
Weight (lb.)	**4,250**
% Weight Front/Rear	**58/42**

CARGO MEASUREMENT

Max. Load (lb.)	**950**
Cargo Volume, cu.ft.	**39**
Towing Capacity (lb.)	**3,500**

FUEL
Regular
CR Overall mpg **22**



RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	↓	↑
Engine, Major	↑	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	!	⇈
Drive System	↑	⇈	⇈
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	⇈	⇊	↑
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	↓	↑
Noises/Leaks	!	⇈	⇈
Body Hardware	⇈	⇊	⇈
Power Equipment	⇈	⇊	⇈
In-Car Electronics	↑	⇊	!

Ford Escape

59
OVERALL SCORE

The Escape is a competitive small SUV, but only the hybrid version is reliable. We got 26 mpg overall in our tests of the standard 1.5-liter turbo three-cylinder. Although it provides sufficient oomph, it has an annoying vibration at low engine speeds. The optional 2.0-liter turbo four-cylinder is smoother and more powerful. The Escape's ride has an underlying firmness but is steady and composed. Handling is nimble and secure, but the brake pedal is oversensitive. 2023 brings an optional 13.3-inch infotainment screen with touch-based climate controls. The controls on lower trims are easier to use. The firm front seats are flat and don't provide much support, but the rear seat is quite roomy when set to the rearmost position. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$28,000-$40,500
BASE PRICE RANGE

74 ROAD TEST	⇈ ADAS
↓ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Active, Base, Platinum, Plug-in Hybrid, ST-Line, ST-Line Elite, ST-Line Select

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 1.5-liter 3 turbo (181 hp); 2.0-liter 4 turbo (250 hp); 2.5-liter 4 hybrid (200 hp); 2.5-liter 4 hybrid (221 hp)

TRANSMISSIONS: 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.)	**181**
Width (in.)	**74**
Height (in.)	**66**
Wheelbase (in.)	**107**
Weight (lb.)	**3,530**
% Weight Front/Rear	**58/42**

CARGO MEASUREMENT

Max. Load (lb.)	**910**
Cargo Volume, cu.ft.	**30.5**
Towing Capacity (lb.)	**2,000**

FUEL
Regular
CR Overall mpg **26**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↓	!	⇊
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	↑	⇈	↓
Transmission, Minor	⇊	⇊	↓
Drive System	⇊	↑	⇈
Fuel System	↑	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	!	⇈	⇈
Suspension	↑	↑	⇈
Brakes	!	↑	↓
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	⇈	⇊	⇊
Body Hardware	⇊	⇈	↓
Power Equipment	↓	⇈	⇈
In-Car Electronics	↑	⇈	⇈

Ford Escape Hybrid ✔

72
OVERALL SCORE

The Escape hybrid version gets an impressive 34 mpg overall in our tests, and can propel itself on electric power alone at low speeds and during coasting, and the power is very accessible up front. There's also a front-wheel-drive plug-in hybrid with a 37-mile electric range. Like the regular Escape, the hybrid's ride has an underlying firmness but is steady and composed. Handling is nimble and secure, but the brake pedal is oversensitive. Controls, including the rotary gear selector, are easy to use. The firm front seats are flat and don't provide much support, but the rear seat is quite roomy when set to the rearmost position. All Escapes have standard AEB with pedestrian detection, BSW, and RCTW.

$33,340-$40,500
BASE PRICE RANGE

85 ROAD TEST	⇈ ADAS
❙ RELIABILITY	❙ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Platinum, Plug-in Hybrid, ST-Line, ST-Line Elite, ST-Line Select

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 hybrid (200 hp); 2.5-liter 4 hybrid (221 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **181**
Width (in.) **74**
Height (in.) **69**
Wheelbase (in.) **103**
Weight (lb.) **3,775**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **915**
Cargo Volume, cu.ft. **30.5**
Towing Capacity (lb.) **1,500**

FUEL
Regular
CR Overall mpg **34**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	⇊	❙	⇈
Engine, Major	↓	❙	⇈
Engine, Minor	⇊	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	↑	⇈	⇈
Drive System	⇈	⇈	⇈
Fuel System	↑	⇈	⇈
Electrical	⇊	❙	⇈
Climate System	↑	⇈	⇈
Suspension	❙	⇈	⇈
Brakes	↑	❙	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇊	⇈	⇈
Noises/Leaks	❙	↓	↑
Body Hardware	⇊	⇈	⇈
Power Equipment	⇊	❙	⇈
In-Car Electronics	⇊	❙	⇈

Ford Expedition

60
OVERALL SCORE

The Expedition is a huge SUV with modern convenience and active safety features. The sole engine option, a 3.5-liter turbo V6 mated to a 10-speed automatic, provides effortless motivation. We got 16 mpg overall, which is on a par with this class. Handling is ungainly, and the ride is somewhat stiff. The cabin is quiet, and the third-row seat is truly suitable for adults. The second- and third-row seats can be folded flat with the push of a button to create an enormous cargo area. A recent refresh introduced Ford's latest Sync 4 infotainment system, with either a standard 12-inch display or an optional 15.5-inch display. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard. Ford's BlueCruise active driving assistance system comes standard only on the Platinum trim.

$54,155-$86,615
BASE PRICE RANGE

66 ROAD TEST	⇈ ADAS
❙ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV; extended SUV

TRIM LINES: King Ranch, Limited, MAX King Ranch, MAX Limited, MAX Platinum, MAX XLT, Platinum, Timberline, XL STX, XLT

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.5-liter V6 turbo (380 hp); 3.5-liter V6 turbo (400 hp); 3.5-liter V6 turbo (440 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **222**
Width (in.) **80**
Height (in.) **76**
Wheelbase (in.) **132**
Weight (lb.) **6,035**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **1,510**
Cargo Volume, cu.ft. **66**
Towing Capacity (lb.) **9,300**

FUEL
Premium
CR Overall mpg **16**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↓	↑	*
Engine, Major	⇈	⇈	*
Engine, Minor	⇈	⇈	*
Engine, Cooling	⇈	⇈	*
Transmission, Major	⇊	↓	*
Transmission, Minor	⇊	↓	*
Drive System	↑	⇈	*
Fuel System	↑	⇈	*
Electrical	⇊	⇈	*
Climate System	⇈	⇈	*
Suspension	⇈	⇈	*
Brakes	↑	⇈	*
Exhaust	⇈	⇈	*
Paint/Trim	⇈	⇈	*
Noises/Leaks	⇈	⇈	*
Body Hardware	↓	⇈	*
Power Equipment	↓	⇈	*
In-Car Electronics	↓	⇈	*

⏬ ⌄ ! ⌃ ⏫ ✓
WORSE — BETTER RECOMMENDED

Ford Explorer

49 OVERALL SCORE

The Explorer has a spacious cabin and is relatively agile among three-row midsized SUVs, but the driving experience is marred by a clunky transmission, noisy engine, and stiff-edged ride. Most versions use the base 2.3-liter turbocharged four-cylinder engine, which is energetic but sounds raspy. Plus, the transmission has rough shifts, particularly at low speeds. In our tests this combination returned an unimpressive 21 mpg overall. A hybrid is also offered but is focused more on power and towing capabilities than fuel economy. The controls and infotainment system are very easy to use. The third row is tight, as is common for the class. A power liftgate is standard. The standard Ford Co-Pilot360 includes AEB with pedestrian detection, AEB highway, BSW, and RCTW.

$36,760-$56,075
BASE PRICE RANGE

74 ROAD TEST	⏫ ADAS
⏬ RELIABILITY	⌄ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Base, Hybrid Limited, Hybrid Platinum, King Ranch, Limited, Platinum, ST, ST-Line, Timberline, XLT

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 2.3-liter 4 turbo (300 hp); 3.0-liter V6 turbo (400 hp); 3.3-liter V6 hybrid (318 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **199**
Width (in.) **79**
Height (in.) **70**
Wheelbase (in.) **119**
Weight (lb.) **4,565**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **1,255**
Cargo Volume, cu.ft. **44.5**
Towing Capacity (lb.) **5,600**

FUEL
Regular or premium
CR Overall mpg **21**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	⏬	⏬	⌄
Engine, Major	⏫	⌃	⏫
Engine, Minor	!	⌄	⏫
Engine, Cooling	⌃	⌃	⏫
Transmission, Major	⌄	!	⏫
Transmission, Minor	⏬	⏬	⏬
Drive System	!	⌄	⏫
Fuel System	⏫	⏫	⏫
Electrical	!	!	⏫
Climate System	!	!	⏫
Suspension	⌄	⌃	⏫
Brakes	⌃	!	⏫
Exhaust	⌃	⏫	⏫
Paint/Trim	⏫	⌄	⏫
Noises/Leaks	⌄	⌄	⏬
Body Hardware	⌄	⌄	!
Power Equipment	⏬	⌄	⏬
In-Car Electronics	⏬	⌄	⌄

Ford F-150

45-58 OVERALL SCORE

The F-150's cabin is very quiet, and the crew-cab versions we tested are super-roomy. The 2.7-liter turbo V6 provides effortless acceleration and a respectable 19 mpg overall. The PowerBoost hybrid version has loads of power and gets 20 mpg overall. The ride is still stiff, and handling is ponderous. Controls are straightforward, but the interior is spartan. Ford's Sync 4 infotainment system is very easy to use. Clever features include a foldaway gear selector that creates a flat workspace, a tailgate designed to serve as a workbench, and an optional built-in generator to power tools. A Raptor R with a 700-hp, 5.2-liter supercharged V8 is new. AEB with pedestrian detection and AEB highway are standard, but BSW and RCTW are optional. Ford's BlueCruise active driving assistance system is available.

$34,585-$84,910
BASE PRICE RANGE

75-79 ROAD TEST	⌃ ADAS
⏬-⌄ RELIABILITY	⌃ SATISFACTION

OVERVIEW

BODY STYLES: crew cab; extended cab; regular cab

TRIM LINES: Hybrid Lariat, King Ranch, Lariat, Limited, Platinum, Raptor, Raptor R, Tremor, XL, XLT

DRIVE WHEELS: Rear, 4WD

SEATING: 3 front, 3 rear

ENGINES: 2.7-liter V6 turbo (325 hp); 3.3-liter V6 (290 hp); 3.5-liter V6 turbo (400 hp); 3.5-liter V6 hybrid (430 hp); 3.5-liter V6 turbo (450 hp); 5.0-liter V8 (400 hp); 5.2-liter V8 supercharged (700 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **232**
Width (in.) **80**
Height (in.) **77**
Wheelbase (in.) **145**
Weight (lb.) **5,070**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **1,475**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **7,700**

FUEL
Regular or premium
CR Overall mpg **19-20**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	!	⌄	⌄
Engine, Major	⏫	!	⏫
Engine, Minor	⌃	⌃	⏫
Engine, Cooling	⏫	⏫	⏫
Transmission, Major	⏫	⌃	⏫
Transmission, Minor	!	⌄	!
Drive System	!	⌃	!
Fuel System	⌃	⏫	⏫
Electrical	⏫	⌃	⏫
Climate System	⏫	⏫	⏬
Suspension	⌃	⌃	⏫
Brakes	⏫	⏫	⏫
Exhaust	⏫	⏫	⏫
Paint/Trim	⏫	!	⌄
Noises/Leaks	⌃	⏫	⏫
Body Hardware	⏫	!	!
Power Equipment	!	⌄	!
In-Car Electronics	!	!	⏫

Ford F-150 Lightning

65 OVERALL SCORE

Ford's first fully electric pickup has an EPA-estimated range of 240 miles with the standard-range battery, while the extended-range battery provides a more practical 320 miles. Maximum acceptance rate at public DC fast charging is a competitive 150 kW. The truck has prodigious power, and acceleration is quick and whisper-quiet. Thanks to an independent rear suspension the Lightning rides much more comfortably than the regular F-150, though handling is still lumbering. Higher trims come with a giant infotainment screen, but it forces some extra steps for common functions, and adds to driver distraction. The power-operated hood reveals a large front trunk. The Lightning with the standard-range battery has a 2,235-pound payload capacity and up to 7,700 pounds towing, while the extended-range model can tow up to 10,000 pounds. All key active safety systems are standard.

$59,974-$98,074
BASE PRICE RANGE

89 ROAD TEST
⇈ ADAS
↓ RELIABILITY
⇈ SATISFACTION

OVERVIEW

BODY STYLES: crew cab

TRIM LINES: Lariat, Platinum, Pro, XLT

DRIVE WHEELS: 4WD

SEATING: 2 front, 3 rear

ENGINES: Electric (452 hp); Electric (580 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **233**
Width (in.) **84**
Height (in.) **78**
Wheelbase (in.) **146**
Weight (lb.) **6,790**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **1,680**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **10,000**

FUEL
Electric
CR Overall mpge **70**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, Major			*
Transmission, Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

Ford Maverick ✓

78-80 OVERALL SCORE

The nonhybrid Maverick pickup trucks use an optional 250-hp turbo four-cylinder mated to an eight-speed automatic, with front- or all-wheel drive. This powertrain gives robust acceleration, can tow up to 4,000 pounds, and gets 23 mpg overall, but its tendency to lug along at low revs sends annoying vibrations into the cabin. The hybrid can tow 2,000 pounds and comes with front-wheel drive only. The ride is refined for a pickup truck, and handling is very secure. Maneuverability, access, and visibility are commendable, and the controls are super-easy. However, the truck is loud (the hybrid is quieter), and the interior ambience is utilitarian. The 4.5-foot-long bed is deep enough to be practical and is very easy to reach into. AEB with pedestrian detection, AEB highway come standard, while BSW and RCTW are optional.

$22,595-$30,575
BASE PRICE RANGE

78-82 ROAD TEST
↑ ADAS
↑ RELIABILITY
↑-⇈ SATISFACTION

OVERVIEW

BODY STYLES: crew cab

TRIM LINES: Hybrid Lariat, Lariat, XL, XLT

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (250 hp); 2.5-liter 4 hybrid (191 hp)

TRANSMISSIONS: 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **200**
Width (in.) **78**
Height (in.) **69**
Wheelbase (in.) **121**
Weight (lb.) **3,735**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **1,445**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **4,000**

FUEL
Regular
CR Overall mpg **23-37**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			↑
Engine, Major			⇈
Engine, Minor			⇈
Engine, Cooling			⇈
Transmission, Major			⇈
Transmission, Minor			⇈
Drive System			⇈
Fuel System			⇈
Electrical			⇈
Climate System			↓
Suspension			⇈
Brakes			⇈
Exhaust			⇈
Paint/Trim			⇈
Noises/Leaks			⇈
Body Hardware			⇈
Power Equipment			⇈
In-Car Electronics			!

Ford Mustang

NA
OVERALL SCORE

The redesigned 2024 Mustang goes on sale this summer. Changes center around freshening the appearance, boosting the convenience technology, and edging up horsepower. There are three core versions: The EcoBoost with a turbocharged four-cylinder engine; GT with a 5.0-liter V8 that produces about 480 hp; and an all-new Dark Horse, a higher-performance V8 model with over 500 hp. The EcoBoost and GT are available as both coupes and convertibles, with a Premium trim and Performance Package option to add upgrades. The cabin centers around a digital instrument panel and infotainment screen, available with a single pane of glass connecting the two. There is much customization available via the screens, allowing the driver to impact appearance and performance. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$30,920-$57,970
BASE PRICE RANGE

NA ROAD TEST	⇈ ADAS
I RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: convertible; coupe

TRIM LINES: Dark Horse, EcoBoost, GT

DRIVE WHEELS: Rear

SEATING: 2 front, 2 rear

ENGINES: 2.3-liter 4 turbo (315 hp); 5.0-liter V8 (480 hp); 5.0-liter V8 (486 hp); 5.0-liter V8 (500 hp)

TRANSMISSIONS: 10-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **189**
Width (in.) **75**
Height (in.) **54**
Wheelbase (in.) **107**
Weight (lb.) **3,730**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **14**
Towing Capacity (lb.) **NR**

FUEL
Regular or premium
EPA Combined mpg **18**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	⇊	⇈	*
Engine, Major	⇈	⇈	*
Engine, Minor	↑	⇈	*
Engine, Cooling	↑	⇈	*
Transmission, Major	↑	⇈	*
Transmission, Minor	⇊	⇈	*
Drive System	⇊	⇈	*
Fuel System	⇈	⇈	*
Electrical	⇊	⇈	*
Climate System	⇊	⇈	*
Suspension	⇊	⇈	*
Brakes	⇈	⇈	*
Exhaust	⇈	⇈	*
Paint/Trim	⇊	↓	*
Noises/Leaks	⇈	⇈	*
Body Hardware	⇊	⇈	*
Power Equipment	⇊	⇈	*
In-Car Electronics	↑	↑	*

Ford Mustang Mach-E

66
OVERALL SCORE

The Mach-E is Ford's first designed-from-the-ground-up EV. With styling cues from the iconic Mustang muscle car, this five-passenger SUV has useful cargo room, and is available with all-wheel drive. The extended-range battery version with all-wheel drive has a 290-mile range. On a 240-volt home charger, it takes about 10 hours to fill the 91-kWh battery from empty. The Mach-E is quick and quiet, with taut and agile handling, all of which make it fun to drive. The ride is jittery and unsettled, however. A 15.5-inch vertical touchscreen dominates the stark interior; the system has a steep learning curve before familiarity sets in. All Mach-Es have standard AEB with pedestrian detection, BSW, and RCTW. The BlueCruise active driving assistance system is available.

$45,995-$63,995
BASE PRICE RANGE

78 ROAD TEST	⇈ ADAS
↓ RELIABILITY	⇈ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: California Route 1, GT, Premium, Select

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (266 hp); Electric (290 hp); Electric (346 hp); Electric (480 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **186**
Width (in.) **74**
Height (in.) **64**
Wheelbase (in.) **118**
Weight (lb.) **4,835**
% Weight Front/Rear **49/51**

CARGO MEASUREMENT
Max. Load (lb.) **920**
Cargo Volume, cu.ft. **29.5**
Towing Capacity (lb.) **NR**

FUEL
Electric
CR Overall mpge **90**

RELIABILITY HISTORY

	'20	**'21**	'22
Overall Reliability		I	⇊
Engine, Major		I	⇈
Engine, Minor		⇈	⇊
Engine, Cooling		⇈	⇈
Transmission, Major		⇈	⇈
Transmission, Minor		⇈	⇈
Drive System		⇈	⇈
Fuel System		⇈	⇈
Electrical		⇊	⇊
Climate System		⇈	⇈
Suspension		⇈	⇈
Brakes		↑	⇈
Exhaust		⇈	⇈
Paint/Trim		↑	⇊
Noises/Leaks		⇈	⇈
Body Hardware		I	⇊
Power Equipment		I	↑
In-Car Electronics		⇊	⇊

Ford Ranger

54
OVERALL SCORE

The Ranger midsized pickup truck offers modern entertainment and safety technologies, but its ride is stiff and choppy, and handling is clumsy. The 2.3-liter turbo charged four-cylinder is mated to a 10-speed automatic. This combination makes the Ranger feel responsive, but engine noise is quite pronounced at low speeds. The optional Sync 3 infotainment system is easy to use, but other controls aren't as well-designed. It can be hard to get into the Ranger because of the high floor. There are two cab configurations: an extended cab and a crew cab. The Tremor package includes special off-road suspension components. AEB with pedestrian detection and AEB highway are standard. BSW and RCTW are optional on the base XL trim but standard on others. A redesigned Ranger arrives soon.

$27,400-$40,945
BASE PRICE RANGE

55 ROAD TEST	↑ ADAS
❙ RELIABILITY	❙ SATISFACTION

OVERVIEW

BODY STYLES: crew cab; extended cab

TRIM LINES: Lariat, XL, XLT

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear

ENGINES: 2.3-liter 4 turbo (270 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **211**
Width (in.) **73**
Height (in.) **72**
Wheelbase (in.) **127**
Weight (lb.) **4,505**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **1,460**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **7,500**

FUEL
Regular
CR Overall mpg **20**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	❙	❙	❙
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	❙
Engine, Cooling	⇈	⇈	❙
Transmission, Major	↑	↑	⇈
Transmission, Minor	↓	❙	⇈
Drive System	↑	⇈	⇈
Fuel System	⇈	↑	⇈
Electrical	⇈	⇈	❙
Climate System	⇊	⇈	⇈
Suspension	⇈	↑	⇈
Brakes	⇈	↓	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	↑	⇊	⇈
Noises/Leaks	⇈	⇈	⇈
Body Hardware	❙	⇊	⇈
Power Equipment	⇈	⇈	⇈
In-Car Electronics	↑	❙	↑

Genesis G70 ✓

70
OVERALL SCORE

The Genesis G70 sports sedan has a standard turbocharged four-cylinder that feels energetic. In our test of an all-wheel-drive version with the old 2.0-liter turbo, we got 23 mpg overall, which isn't that great. For 2024 a 2.5-liter turbo replaced that smaller engine. The uplevel 365-hp turbo V6 is quieter and makes the car much quicker. The G70 has agile handling and a taut, controlled ride. However, stopping distances are long. The car is quiet, and the interior is well-assembled. Access can be tough because of the car's low stance, and the cabin is very cramped, particularly the back seat. The 10.25-inch infotainment system is mostly straightforward and plenty of physical knobs and buttons make other features easy to use. AEB with pedestrian detection, BSW, and RCTW are standard.

$39,400-$47,000
BASE PRICE RANGE

73 ROAD TEST	⇈ ADAS
❙ RELIABILITY	⇈ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Sport Advanced, Sport Prestige, Standard

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 turbo (290 hp); 3.3-liter V6 turbo (365 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **184**
Width (in.) **73**
Height (in.) **55**
Wheelbase (in.) **112**
Weight (lb.) **3,770**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **905**
Cargo Volume, cu.ft. **11**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **23**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Genesis G80 ✓

84 OVERALL SCORE

This formidable competitor to other luxury midsized sedans comes standard with a responsive 300-hp, 2.5-liter turbo four-cylinder. Combined with a slick-shifting eight-speed automatic, this pairing returned a just so-so 24 mpg overall in our tests. Rear- or all-wheel drive is available. There's also a punchy 375-hp, 3.5-liter turbo V6. A fully-electric version with 365 hp from dual motors and an EPA-rated 282-mile range is new. The ride is plush, handling is sharp, and braking is top-notch. Fit and finish is impressive yet understated. The cabin is roomy, and the seats are comfortable in the front and rear. However, the infotainment system is overcomplicated, and the unintuitive gear selector is tricky to use. Standard active safety features include AEB with pedestrian detection, BSW, and RCTW.

$50,000-$79,825
BASE PRICE RANGE

86 ROAD TEST	⇈ ADAS
↑ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Advanced, Sport, Sport Prestige, Standard

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 turbo (300 hp); 3.5-liter V6 turbo (375 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **197**
Width (in.) **76**
Height (in.) **58**
Wheelbase (in.) **119**
Weight (lb.) **4,245**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **880**
Cargo Volume, cu.ft. **13**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	↑	*
Engine, Major	*	⇈	*
Engine, Minor	*	⇈	*
Engine, Cooling	*	⇈	*
Transmission, Major	*	⇈	*
Transmission, Minor	*	⇈	*
Drive System	*	⇈	*
Fuel System	*	⇈	*
Electrical	*	⇈	*
Climate System	*	●	*
Suspension	*	⇈	*
Brakes	*	⇈	*
Exhaust	*	⇈	*
Paint/Trim	*	⇈	*
Noises/Leaks	*	⇊	*
Body Hardware	*	⇈	*
Power Equipment	*	●	*
In-Car Electronics	*	⇊	*

Genesis G90

NA OVERALL SCORE

The recently-redesigned G90 adds in abundant luxury and technology features. Two engines are available: a stout 375-hp, 3.5-liter turbo V6, and a more powerful 409-hp version with an electric supercharger. The supersmooth eight-speed automatic complements both. The G90 rides very comfortably, mopping up every bump and rut with its supple suspension. Handling is responsive, thanks in part to available rear-wheel steering. The cabin is beautifully finished and is designed to pamper, with massaging seats, soft-closing doors, and a high-quality sound system. Top versions have a reclining rear seat for those who would rather be chauffeured. A complete suite of active safety features is standard, and the active driving assistance system is able to change lanes.

$88,400-$98,700
BASE PRICE RANGE

NA ROAD TEST	⇈ ADAS
● RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: 3.5T, 3.5T E-Supercharger

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 3.5-liter V6 turbo (375 hp); 3.5-liter V6 turbo and supercharged (409 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **208**
Width (in.) **76**
Height (in.) **59**
Wheelbase (in.) **125**
Weight (lb.) **4,865**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **12**
Towing Capacity (lb.) **NR**

FUEL
Premium
EPA Combined mpg **21**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Genesis GV60 ✓

84 OVERALL SCORE

The GV60 is one of the best EVs, thanks to its smooth acceleration, comfortable ride, agile handling, and stylish interior. It has an EPA-rated 248-mile range from its 77.4-kilowatt-hour battery and comes standard with AWD. Like its siblings, it can charge more quickly than other EVs when using DC fast charging in public places. The controls are slightly easier to use than the overly complicated setups found in other Genesis models, and there are some interesting features, such as a retractable gear selector in the shape of a crystal ball, facial recognition to unlock the car, and a fingerprint reader to turn the vehicle on. Rear and side visibility are compromised because of the car's swoopy styling. AEB with pedestrian and cyclist detection, AEB highway, BSW, and RCTW come standard.

$59,290-$68,290
BASE PRICE RANGE

91 ROAD TEST	⇈ ADAS
! RELIABILITY	⇈ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Advanced, Performance

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (314 hp); Electric (429 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **178**
Width (in.) **74**
Height (in.) **62**
Wheelbase (in.) **114**
Weight (lb.) **4,740**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **26.5**
Towing Capacity (lb.) **2,000**

FUEL
Electric
CR Overall mpge **95**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

Genesis GV70 ✓

76 OVERALL SCORE

The GV70 more than holds its own in the compact-luxury-SUV segment. The standard 2.5-liter turbocharged four-cylinder engine is punchy and polished, and yields a competitive 24 mpg overall. The 375-hp turbo V6 is smoother, but it seems unnecessary, given the base engine's strong performance. The GV70 is taut and agile, with sports-sedan-like handling, yet the ride is pliant and composed. All-wheel drive is standard. The lavishly furnished cabin is impressive, and the seats are comfortable and supportive. Despite the angled roofline, rear-seat room is decent but rear visibility is hampered. The controls are unintuitive and distracting, including the rotary gear selector. AEB with pedestrian detection, BSW, and RCTW are standard. An electrified GV70 with a 236-mile range is also available.

$43,150-$73,225
BASE PRICE RANGE

81 ROAD TEST	⇈ ADAS
! RELIABILITY	⇈ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Advanced, Select, Sport, Sport Advanced, Sport Prestige, Standard

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 turbo (300 hp); 3.5-liter V6 turbo (375 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **186**
Width (in.) **75**
Height (in.) **64**
Wheelbase (in.) **113**
Weight (lb.) **4,310**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **935**
Cargo Volume, cu.ft. **27.5**
Towing Capacity (lb.) **3,500**

FUEL
Premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			!
Engine, Major			↑
Engine, Minor			⇈
Engine, Cooling			⇈
Transmission, Major			⇈
Transmission, Minor			⇈
Drive System			!
Fuel System			⇈
Electrical			↑
Climate System			!
Suspension			⇈
Brakes			⇈
Exhaust			⇈
Paint/Trim			⇈
Noises/Leaks			↑
Body Hardware			⇈
Power Equipment			⇈
In-Car Electronics			!

Genesis GV80

64 OVERALL SCORE

The GV80 midsized SUV from Hyundai's luxury brand competes on an equal footing with some esteemed competitors. It is quick, quiet, beautifully appointed, and enjoyable to drive. The standard engine is a 2.5-liter turbo four-cylinder, and the uplevel engine is a punchy 3.5-liter turbo V6. The latter delivers effortless power, but it's not very fuel-efficient. All-wheel drive is standard. The GV80 has sharp steering and feels taut and agile through corners, yet the ride is comfortable and composed. The interior is finely crafted, but the infotainment system's controller dial is tricky to use. A very small third-row seat is available. Standard active safety features include AEB with pedestrian detection, BSW, and RCTW.

$55,800-$70,850
BASE PRICE RANGE

75 ROAD TEST	⇈ ADAS
↓ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Advanced, Advanced+, Prestige, Prestige Matte, Standard

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 turbo (300 hp); 3.5-liter V6 turbo (375 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **195**
Width (in.) **78**
Height (in.) **68**
Wheelbase (in.) **116**
Weight (lb.) **4,915**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **900**
Cargo Volume, cu.ft. **39**
Towing Capacity (lb.) **6,000**

FUEL
Premium
CR Overall mpg **18**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability		↓	*
Engine, Major		⇈	*
Engine, Minor		⇈	*
Engine, Cooling		⇈	*
Transmission, Major		⇈	*
Transmission, Minor		⇈	*
Drive System		↑	*
Fuel System		↓	*
Electrical		↓	*
Climate System		⇈	*
Suspension		↑	*
Brakes		↓	*
Exhaust		⇈	*
Paint/Trim		⇈	*
Noises/Leaks		⇈	*
Body Hardware		↓	*
Power Equipment		↓	*
In-Car Electronics		⇊	*

GMC Acadia ✓

66 OVERALL SCORE

The Acadia is a very pleasant midsized three-row SUV, particularly in the upscale Denali trim. The ride is steady and composed, and handling is responsive. A turbocharged four-cylinder is standard. We tested the smooth 3.6-liter V6, which returned just 19 mpg overall. Both engines get a nine-speed automatic. This family-friendly SUV is very quiet, the front seats are comfortable, and the infotainment system is easy to use, but the push-button gear selector is fussy. The outboard second-row seats can slide and tilt forward, even with a child seat in place. The AT4 version is somewhat off-road-oriented, with more aggressive wheels, a skid plate, and a hill-descent mode. AEB with pedestrian detection, BSW, and RCTW are standard.

$36,800-$50,600
BASE PRICE RANGE

76 ROAD TEST	↑ ADAS
I RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: AT4, Denali, SLE, SLT

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 2 rear, 2 third

ENGINES: 2.0-liter 4 turbo (228 hp); 3.6-liter V6 (310 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **193**
Width (in.) **75**
Height (in.) **67**
Wheelbase (in.) **113**
Weight (lb.) **4,395**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **1,585**
Cargo Volume, cu.ft. **40.5**
Towing Capacity (lb.) **4,000**

FUEL
Regular
CR Overall mpg **19**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	I	I	*
Engine, Major	I	⇈	*
Engine, Minor	I	⇈	*
Engine, Cooling	I	⇈	*
Transmission, Major	⇈	⇈	*
Transmission, Minor	I	⇈	*
Drive System	⇈	⇈	*
Fuel System	⇈	⇈	*
Electrical	I	⇈	*
Climate System	⇈	↑	*
Suspension	⇈	⇈	*
Brakes	⇈	⇊	*
Exhaust	⇈	↓	*
Paint/Trim	⇊	↑	*
Noises/Leaks	⇊	⇈	*
Body Hardware	⇊	⇈	*
Power Equipment	I	↑	*
In-Car Electronics	⇊	⇊	*

GMC Canyon

NA
OVERALL SCORE

A twin to the Chevrolet Colorado, the redesigned Canyon is positioned as slightly more upscale. Like the Chevrolet, the Canyon is available only as a crew cab. It's powered by a 310-hp, turbocharged four-cylinder engine paired to an eight-speed automatic. Buyers get a choice of rear- or four-wheel drive. For off-road use, several trims provide progressively increased ground clearance and capability, culminating in the new AT4X. Every truck features an 11-inch infotainment screen, with related apps for off-roading and trailering. AEB with pedestrian detection and AEB highway are standard, but BSW and RCTW are optional.

$36,900-$55,500
BASE PRICE RANGE

NA ROAD TEST	▲ ADAS
▼ RELIABILITY	● SATISFACTION

OVERVIEW

BODY STYLES: crew cab

TRIM LINES: AT4, AT4X, Denali, Elevation

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear

ENGINES: 2.7-liter 4 turbo (310 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **213**
Width (in.) **72**
Height (in.) **80**
Wheelbase (in.) **131**
Weight (lb.) **4,630**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **1,590**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **7,700**

FUEL
Regular
EPA Combined mpg **NA**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	●	▼	▼▼
Engine, Major	▲	●	▲▲
Engine, Minor	▲▲	●	▼▼
Engine, Cooling	▲▲	▲▲	▲▲
Transmission, Major	▲	▲	▼▼
Transmission, Minor	▲▲	▲	▼▼
Drive System	▲	●	▲▲
Fuel System	▲▲	▲▲	▲▲
Electrical	▲	●	▼▼
Climate System	●	▲▲	▲▲
Suspension	▲	▲▲	▲▲
Brakes	▲▲	▲▲	▲▲
Exhaust	▲▲	●	▲▲
Paint/Trim	▲▲	▲▲	▼▼
Noises/Leaks	●	▼	▼▼
Body Hardware	▲▲	▲▲	▼▼
Power Equipment	●	▲▲	▲▲
In-Car Electronics	▼	▲	▲▲

GMC Hummer EV

NA
OVERALL SCORE

The Hummer name is back with an all-new electric SUV and pickup truck. Both promise off-road-ready performance with sports-car-quick acceleration. They feature removable glass roof panels for an open-air driving experience and the ability to 'crab walk' (move diagonally) when negotiating trails. GM's Super Cruise driver assistance system will also be available. First out of the gate is the full-featured Edition 1 pickup truck boasting 1,000-hp and promising 350-plus miles of range. All Hummer pickups will have five seats, four doors, and a 5-foot pickup bed with a power tonneau cover and multifunction tailgate. The SUV follows later, with top output being about 830-hp. Over the following two years, other less expensive versions of each will be offered with reduced power and range.

$79,995-$112,595
BASE PRICE RANGE

NA ROAD TEST	▲▲ ADAS
NA RELIABILITY	NA SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV; crew cab

TRIM LINES: 2, 2X, 3X, Edition 1

DRIVE WHEELS: 4WD

SEATING: 2 front, 3 rear

ENGINES: Electric (625 hp); Electric (830 hp); Electric (1000 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **217**
Width (in.) **87**
Height (in.) **79**
Wheelbase (in.) **136**
Weight (lb.) **9,063**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **1,300**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **7,500**

FUEL
Electric
EPA Combined mpge **NA**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, Major			*
Transmission, Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

⇊ ↓ ! ↑ ⇈ ✓
WORSE — BETTER RECOMMENDED

GMC Sierra 1500

50 OVERALL SCORE

The Sierra's recent updates include a fresh interior, new trim levels, more safety features, and the availability of the Super Cruise active driving assistance system. Power delivery is smooth and responsive, the ride is steady, the cabin is very quiet, and handling is sound and secure. Our four-wheel-drive crew cab got 17 mpg overall from the 5.3-liter V8 engine, and a 3.0-liter turbodiesel six-cylinder got an impressive 23 mpg overall in our tests. Rear-seat room in crew-cab versions is immense, but the truck's height requires climbing in. Among the helpful options are a power tailgate and power running boards that can shift rearward to help you reach the bed. Top trims get a 6.2-liter V8 mated to a 10-speed automatic. AEB with pedestrian detection is standard, but AEB highway, BSW, and RCTW are optional.

$37,100-$82,100
BASE PRICE RANGE

78 ROAD TEST	! ADAS
⇊ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: crew cab; extended cab; regular cab

TRIM LINES: AT4, AT4X, Denali, Denali Ultimate, Elevation, Pro, SLE, SLT

DRIVE WHEELS: Rear, 4WD

SEATING: 3 front, 3 rear

ENGINES: 2.7-liter 4 turbo (310 hp); 3.0-liter 6 turbodiesel (305 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)

TRANSMISSIONS: 8-speed automatic; 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **232**
Width (in.) **81**
Height (in.) **76**
Wheelbase (in.) **147**
Weight (lb.) **5,130**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **1,940**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **12,100**

FUEL
Electric or regular
CR Overall mpg **17-23**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↓	⇊	↓
Engine, Major	⇈	⇊	⇈
Engine, Minor	⇊	⇊	↑
Engine, Cooling	⇈	↑	⇈
Transmission, Major	↑	↑	⇈
Transmission, Minor	↑	↑	↑
Drive System	!	!	⇈
Fuel System	!	↑	↑
Electrical	↓	↓	⇈
Climate System	↑	↑	↓
Suspension	↑	⇈	⇈
Brakes	⇊	⇈	↑
Exhaust	↑	⇈	⇊
Paint/Trim	!	⇈	⇈
Noises/Leaks	!	↑	↑
Body Hardware	↑	⇈	⇈
Power Equipment	↑	⇈	⇈
In-Car Electronics	!	↑	↑

GMC Terrain

NA OVERALL SCORE

The Terrain was recently freshened with exterior updates and an outdoorsy AT4 version. It is a corporate cousin of the Chevrolet Equinox, but a few critical differences compromise it, even though it is positioned as a more premium offering. We found it to be loud and stiff-riding, with severely hampered visibility. The only available engine is a 175-hp, 1.5-liter turbo four-cylinder that is mated to a nine-speed automatic. The Terrain's gear selector is controlled by dash-mounted push buttons that are unintuitive to operate. The infotainment system, on the other hand, is one of the easier ones to use. AEB with pedestrian detection is standard but AEB highway is not available. BSW and RCTW are optional.

$29,900-$38,600
BASE PRICE RANGE

NA ROAD TEST	! ADAS
! RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: AT4, Denali, SLE, SLT

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 1.5-liter 4 turbo (175 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **182**
Width (in.) **72**
Height (in.) **65**
Wheelbase (in.) **107**
Weight (lb.) **3,800**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **985**
Cargo Volume, cu.ft. **33**
Towing Capacity (lb.) **1,500**

FUEL
Regular
EPA Combined mpg **26**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	!	!	⇊
Engine, Major	⇈	⇈	↑
Engine, Minor	↓	⇈	↑
Engine, Cooling	⇈	⇈	↑
Transmission, Major	⇈	⇈	↓
Transmission, Minor	⇈	⇈	!
Drive System	⇈	↑	⇈
Fuel System	⇈	⇈	⇈
Electrical	↓	⇈	↑
Climate System	↑	⇈	⇈
Suspension	↑	⇈	⇈
Brakes	↑	⇈	↑
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	↓	⇈
Noises/Leaks	↓	↑	↑
Body Hardware	⇈	↑	⇈
Power Equipment	⇈	⇈	⇈
In-Car Electronics	!	↑	↓

GMC Yukon

52 OVERALL SCORE

Like its Chevrolet siblings, the Yukon's independent rear suspension improves ride comfort, handling, and third-row room. The standard 5.3-liter V8 is mated to a 10-speed automatic, and that powertrain supplies plenty of predictable, uninterrupted power. The ride is comfortable, although it's steadier in the Denali version, with its standard magnetic ride suspension. Handling is secure though ponderous. The enormous cabin is almost eerily quiet. Cargo capacity is generous, weakening the case for the even larger Yukon XL. Controls are very easy to use, except for the tricky electronic gear selector, and the tall hood cuts forward visibility. AEB with pedestrian detection is standard, but AEB highway, BSW, and RCTW are optional. GM's Super Cruise active driving assistance system is available.

$57,400-$94,555
BASE PRICE RANGE

67 ROAD TEST	I ADAS
↓ RELIABILITY	I SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: AT4, Denali, Denali Ultimate, SLE, SLT

DRIVE WHEELS: Rear, AWD, 4WD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.0-liter 6 turbodiesel (277 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **210**
Width (in.) **81**
Height (in.) **76**
Wheelbase (in.) **121**
Weight (lb.) **5,810**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **1,655**
Cargo Volume, cu.ft. **58.5**
Towing Capacity (lb.) **8,400**

FUEL
Electric or regular
CR Overall mpg **17**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	⇈	⇊	⇈
Engine, Major	⇈	⇊	⇈
Engine, Minor	⇈	↑	⇈
Engine, Cooling	⇈	↑	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇊	⇈
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	↑	⇈
Suspension	⇈	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	I	⇈	⇈
Noises/Leaks	I	I	⇈
Body Hardware	⇈	⇈	⇈
Power Equipment	I	⇈	⇈
In-Car Electronics	↑	I	↓

GMC Yukon XL

52 OVERALL SCORE

Like its smaller sibling, the Yukon XL now has an independent rear suspension that improves ride comfort, handling, and even third-row room. The standard 5.3-liter V8 is mated to a 10-speed automatic, and that powertrain supplies plenty of power. The Denali trim's electromagnetic suspension dampers provide a more composed ride than the already good standard suspension. Handling is relatively ponderous. The enormous cabin is quiet, and the controls are easy to use, except for the tricky electronic gear selector. It's a big step up to get into the Yukon XL, and the tall hood hurts forward visibility. AEB with pedestrian detection is standard, but AEB highway, BSW and RCTW are optional. Recent updates include the availability of the Super Cruise active driving assistance system on higher trims.

$60,100-$97,255
BASE PRICE RANGE

67 ROAD TEST	I ADAS
↓ RELIABILITY	I SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: AT4, Denali, Denali Ultimate, SLE, SLT

DRIVE WHEELS: Rear, AWD, 4WD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.0-liter 6 turbodiesel (277 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **225**
Width (in.) **81**
Height (in.) **76**
Wheelbase (in.) **134**
Weight (lb.) **6,000**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **1,760**
Cargo Volume, cu.ft. **70**
Towing Capacity (lb.) **8,000**

FUEL
Electric or regular
CR Overall mpg **16**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

⇊ ↓ ! ↑ ⇈
WORSE — BETTER

✓ RECOMMENDED

Honda Accord ✓

80 90
OVERALL SCORE

The redesigned Accord is still a sensible and pleasant midsized sedan that is roomy, user-friendly and fuel efficient. The standard 1.5-liter turbo and CVT team up to be an unobtrusive powertrain with adequate power. The more-premium option is a 204-hp hybrid powertrain which maximizes electric propulsion and mimics the natural shifting of a regular automatic. The EX is well equipped with heated seats and a sunroof. The ride is comfortable, handling is responsive but not sporty. Rear seat room is generous and the trunk is large. Controls are intuitive. AEB with pedestrian detection and AEB highway are all standard. It's unfortunate that BSW and RCTW are not available on the base LX. There is a standard rear seat belt reminder, and a rear-seat reminder to warn of a child or pet potentially left behind.

$27,295-$37,890
BASE PRICE RANGE

85-96 ROAD TEST	↑ ADAS
↑ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: EX, EX-L, LX, Sport, Sport-L, Touring

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 1.5-liter 4 turbo (192 hp); 2.0-liter 4 hybrid (204 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **196**
Width (in.) **73**
Height (in.) **57**
Wheelbase (in.) **111**
Weight (lb.) **3,270**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **17**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **32-40**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	↑	↓
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	↑
Transmission, Minor	⇈	⇈	↑
Drive System	⇈	⇈	↓
Fuel System	⇈	⇈	↓
Electrical	⇈	⇈	⇈
Climate System	!	⇈	⇈
Suspension	⇈	⇈	↑
Brakes	↑	⇊	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	!	⇈
Noises/Leaks	⇈	↑	⇈
Body Hardware	↑	!	⇈
Power Equipment	⇈	⇈	⇈
In-Car Electronics	⇈	↑	⇊

Honda Civic ✓

74
OVERALL SCORE

The Civic's standard 2.0-liter four-cylinder has adequate power and gets 33 mpg overall. Handling is nimble and secure, but the ride is stiff and choppy, and the elevated road noise gets tiring on trips. The top Touring trim has better sound insulation and uses a more powerful 1.5-liter turbo engine, but it's pricier. The only available drivetrain on the sporty Si version is a 200-hp turbo engine with a six-speed manual, which returns an impressive 32 mpg overall. The Civic's cabin is relatively roomy, but the car's low-slung stance makes it awkward to get in and out. The infotainment system is very easy to use, with plenty of physical knobs and buttons. While AEB with pedestrian detection and AEB highway are standard, it's unfortunate that BSW and RCTW are available only on the top trims.

$25,050-$43,295
BASE PRICE RANGE

74 ROAD TEST	↑ ADAS
↑ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback; sedan

TRIM LINES: EX, EX-L, Si, Sport, Sport Touring, Touring, Type R

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 1.5-liter 4 turbo (180 hp); 1.5-liter 4 turbo (200 hp); 2.0-liter 4 (158 hp); 2.0-liter 4 turbo (315 hp)

TRANSMISSIONS: 6-speed manual; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **183**
Width (in.) **71**
Height (in.) **56**
Wheelbase (in.) **108**
Weight (lb.) **2,885**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **15**
Towing Capacity (lb.) **NR**

FUEL
Regular or premium
CR Overall mpg **32-33**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	⇈	↑
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	↓	↑	⇈
Suspension	⇈	↑	⇈
Brakes	⇈	⇈	↑
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	↑
Noises/Leaks	⇊	⇈	⇈
Body Hardware	⇈	⇈	↑
Power Equipment	↑	⇈	↑
In-Car Electronics	⇈	↑	⇊

Honda CR-V ✓

83
OVERALL SCORE

Honda redesigned the CR-V for 2023, gaining size and weight, but didn't stray far from its proven formula of practicality and functionality. The 1.5-liter turbo-four mated to a CVT delivers unobtrusive propulsion, but it feels underpowered at times. At 26 mpg overall, fuel economy has regressed. The more fuel-efficient hybrid version combines a 2.0-liter engine with an electric drive. The CR-V's ride is firm but absorbent, and handling is responsive and secure. The rear seat is generously-sized and easy to get into. A relatively simple and boxy shape gives the CR-V ample cargo room. The controls and infotainment system are easy to use. All CR-Vs come with the Honda Sensing suite, which includes numerous active safety and driver assistance features. Unfortunately, BSW and RCTW aren't available on the base LX, and are only optional on the EX and EX-L.

$28,410-$35,760
BASE PRICE RANGE

88 ROAD TEST
︿ ADAS
︿ RELIABILITY
︿ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: EX, EX-L, LX, Sport, Sport Touring
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 1.5-liter 4 turbo (190 hp); 2.0-liter 4 hybrid (204 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **185**
Width (in.) **74**
Height (in.) **67**
Wheelbase (in.) **106**
Weight (lb.) **3,585**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **37**
Towing Capacity (lb.) **1,500**

FUEL
Regular
CR Overall mpg **26**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	︿	︿	I
Engine, Major	︿	︽	︽
Engine, Minor	︽	︽	︽
Engine, Cooling	︽	︽	︽
Transmission, Major	︽	︽	︽
Transmission, Minor	︽	︽	︽
Drive System	︽	︽	I
Fuel System	︽	︽	︽
Electrical	︿	︿	︽
Climate System	︽	︽	︽
Suspension	︽	︽	︽
Brakes	︽	︽	︽
Exhaust	︽	︽	︽
Paint/Trim	︿	︿	︽
Noises/Leaks	︿	︿	︿
Body Hardware	︿	︽	︿
Power Equipment	︽	I	︽
In-Car Electronics	I	︿	︿

Honda HR-V ✓

73
OVERALL SCORE

The redesigned-for-2023 HR-V is a more pleasant vehicle than the last model, with a roomy interior, user-friendly controls, and 27 mpg overall fuel economy. But the improvements to the ride quality and sound insulation don't go far enough. Handling is ordinary but ultimately secure. We found that the 158-hp, 2.0-liter engine and CVT feel underpowered. There's plenty of headroom up front, and visibility over the hood is good, but the front seats lose support after about 30 minutes of driving. The controls and infotainment system are very easy to use. The LX and Sport get a 7-inch touchscreen, while the top EX-L gets a 9-inch screen. AEB with pedestrian and cyclist detection and AEB highway are standard. BSW and RCTW are standard on the Sport and EX-L but unavailable on the base LX.

$23,800-$29,400
BASE PRICE RANGE

70 ROAD TEST
︿ ADAS
︿ RELIABILITY
I SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: EX-L, LX, Sport
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 (158 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **180**
Width (in.) **72**
Height (in.) **63**
Wheelbase (in.) **105**
Weight (lb.) **3,280**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **840**
Cargo Volume, cu.ft. **28.5**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **27**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	︿	︿	︽
Engine, Major	︽	︽	︽
Engine, Minor	︽	︿	︽
Engine, Cooling	︽	︽	︽
Transmission, Major	︽	︽	︽
Transmission, Minor	︽	︽	︽
Drive System	︿	︽	︽
Fuel System	︽	︽	︽
Electrical	︽	︽	︽
Climate System	I	︽	︿
Suspension	︽	︽	︽
Brakes	︽	︿	︽
Exhaust	︽	︽	︽
Paint/Trim	︽	︿	︿
Noises/Leaks	︽	I	︽
Body Hardware	︽	︿	︽
Power Equipment	I	︽	︽
In-Car Electronics	︽	︽	︽

⇊ ↓ ! ↑ ⇈ WORSE — BETTER | ✓ RECOMMENDED

Honda Odyssey ✓

77 OVERALL SCORE

The Odyssey blends refinement, quietness, and convenience in a practical package. Its interior is very flexible, with the ability to slide the second-row outboard seats sideways. The 280-hp, 3.5-liter V6 engine supplies plenty of power and is teamed with a slick 10-speed automatic. The engine is smooth, punchy, and hushed. The ride is very comfortable, the cabin is quiet, and handling is sound. However, the push-button gear selector takes getting used to, the decent fuel economy is no match for the Toyota Sienna hybrid, and unlike the Sienna and Chrysler Pacifica, the Odyssey isn't available with all-wheel drive. The 8-inch infotainment touchscreen is slow to respond and can be distracting. Key active safety features are standard on all trims.

$37,490-$49,620
BASE PRICE RANGE

83 ROAD TEST	⇈ ADAS
! RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: minivan

TRIM LINES: Elite, EX, EX-L, Sport, Touring

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.5-liter V6 (280 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **203**
Width (in.) **79**
Height (in.) **68**
Wheelbase (in.) **118**
Weight (lb.) **4,490**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT
Max. Load (lb.) **1,340**
Cargo Volume, cu.ft. **71.5**
Towing Capacity (lb.) **3,500**

FUEL
Regular
CR Overall mpg **22**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	!	↓	↑
Engine, Major	⇈	⇈	⇈
Engine, Minor	↑	!	↑
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	!	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	↑	⇈	⇈
Fuel System	!	⇈	⇈
Electrical	↑	↑	⇊
Climate System	⇈	⇈	⇈
Suspension	!	⇊	⇈
Brakes	↑	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	!	⇊	⇈
Noises/Leaks	↑	↑	↑
Body Hardware	!	⇊	⇈
Power Equipment	↓	⇈	⇈
In-Car Electronics	⇊	⇊	⇊

Honda Passport ✓

76 OVERALL SCORE

The Passport is a shorter, five-seat version of Honda's previous-generation Pilot. In our tests the smooth, refined 3.5-liter V6 engine and nine-speed automatic returned 21 mpg overall with the standard all-wheel drive. The midsized Passport slots between the compact CR-V and the three-row Pilot, and competes with the Ford Edge and Nissan Murano. Unlike the Pilot, we found the Passport's ride to be comparatively stiff but without a marked improvement in handling agility. The infotainment system is slow to respond, and the push-button gear selector is tricky to use without looking down at it. The entry EX-L trim is well-equipped, has a roomy interior, and is full of handy storage places. Standard active safety features include AEB, BSW, and RCTW.

$41,100-$46,560
BASE PRICE RANGE

76 ROAD TEST	⇈ ADAS
↑ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Elite, EX-L, Trailsport

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 3.5-liter V6 (280 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **189**
Width (in.) **79**
Height (in.) **72**
Wheelbase (in.) **111**
Weight (lb.) **4,170**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **950**
Cargo Volume, cu.ft. **39**
Towing Capacity (lb.) **5,000**

FUEL
Regular
CR Overall mpg **21**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	↑	⇈
Engine, Major	⇊	⇈	⇈
Engine, Minor	⇈	↑	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	!	⇈
Drive System	⇈	⇈	⇈
Fuel System	⇈	⇈	⇈
Electrical	⇊	⇈	⇈
Climate System	⇈	!	⇈
Suspension	⇈	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	⇈	⇈	↓
Body Hardware	⇈	↓	⇈
Power Equipment	⇈	⇈	⇈
In-Car Electronics	⇊	↑	⇈

Honda Pilot ✓

79 OVERALL SCORE

The redesigned Pilot is roomy, comfortable and user-friendly. The smooth and refined 3.5-liter V6 engine produces 285 hp and pulls strongly. It's paired with a slick, responsive 10-speed automatic. Most versions have an eight passenger seating configuration with a flat-folding third-row seat. The ride is comfortable, and the cabin is quiet. Handling is sound but not nimble. Controls are very easy to use but the gear selector takes getting used to. Lots of storage cubbies and bins are handy, as is a nifty button to clear access to the third-row seats. A rugged looking TrailSport trim is new. Maximum towing capacity is 5,000 pounds. AEB with pedestrian detection and AEB highway are standard. BSW and RCTW are not offered on the base LX trim, standard on others.

$35,950-$52,030
BASE PRICE RANGE

85 ROAD TEST	↑ ADAS
! RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Elite, EX-L, LX, Sport, Touring, Trailsport

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.5-liter V6 (285 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **200**
Width (in.) **79**
Height (in.) **71**
Wheelbase (in.) **114**
Weight (lb.) **4,635**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,340**
Cargo Volume, cu.ft. **42.5**
Towing Capacity (lb.) **5,000**

FUEL
Regular
CR Overall mpg **21**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	!	⇊
Engine, Major	⇈	⇈	⇈
Engine, Minor	!	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	↓
Transmission, Minor	⇈	⇈	↑
Drive System	⇈	⇈	↓
Fuel System	⇈	⇈	↑
Electrical	⇈	⇈	⇈
Climate System	⇈	↑	↑
Suspension	⇈	⇈	⇈
Brakes	⇈	↑	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	!	↑
Noises/Leaks	↓	!	⇈
Body Hardware	⇈	↓	↑
Power Equipment	⇈	⇈	↑
In-Car Electronics	⇊	!	!

Honda Ridgeline ✓

76 OVERALL SCORE

Honda's easy-to-live-with pickup is unlike most trucks in that it has a carlike unibody construction, fully independent suspension, and lockable trunk space below the bed floor. Power comes from a slick 3.5-liter V6 engine, which returned 20 mpg overall in our tests. A nine-speed automatic is the only available transmission. Towing capacity is modest, at 5,000 pounds, and the bed is shallow. Ride comfort is a high point, and handling is more responsive than in conventional pickup trucks, plus the cabin is quiet. The infotainment system is tricky to use. AEB with pedestrian detection and AEB highway are standard. BSW and RCTW are unavailable on the base Sport trim but standard on other trims.

$38,800-$46,230
BASE PRICE RANGE

83 ROAD TEST	↑ ADAS
! RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: crew cab

TRIM LINES: Black Edition, RTL, RTL-E, Sport

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 3.5-liter V6 (280 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **210**
Width (in.) **79**
Height (in.) **71**
Wheelbase (in.) **125**
Weight (lb.) **4,415**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **1,545**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **5,000**

FUEL
Regular
CR Overall mpg **20**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	!	!	!
Engine, Major	⇈	⇈	⇈
Engine, Minor	↑	!	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	↑	⇈	⇈
Transmission, Minor	↑	↑	⇈
Drive System	⇈	⇈	⇈
Fuel System	⇈	⇈	⇈
Electrical	↑	⇈	⇈
Climate System	↓	⇈	↑
Suspension	⇈	↑	⇈
Brakes	↑	↑	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	↓	↓	⇈
Body Hardware	↑	↑	⇈
Power Equipment	↑	↓	⇊
In-Car Electronics	↑	↑	↑

Hyundai Elantra

65 OVERALL SCORE

Overall, the Elantra is one of the better small sedans, and we think the hybrid version is the pick of the model range. The standard engine is a 147-hp four-cylinder teamed with a continuously variable transmission, which together give quick acceleration and commendable fuel economy for the compact class. A sporty 276-hp turbo N model is also available. Handling is nimble, but the ride is overly firm and the engine gets noisy. Seat comfort is so-so unless buyers get the pricier Limited trim, and the car's low stance makes access awkward. The infotainment system is easy to use. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard. We don't recommend the gas-only Elantra because it has below-average reliability.

$20,950-$34,400
BASE PRICE RANGE

79 ROAD TEST	↑ ADAS
↓ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Hybrid Blue, Hybrid Limited, Limited, N, N Line, SE, SEL

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 1.6-liter 4 hybrid (139 hp); 1.6-liter 4 turbo (201 hp); 2.0-liter 4 (147 hp); 2.0-liter 4 turbo (276 hp)

TRANSMISSIONS: 6-speed manual; 6-speed sequential; 7-speed sequential; 8-speed sequential; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **184**
Width (in.) **72**
Height (in.) **56**
Wheelbase (in.) **107**
Weight (lb.) **2,765**
% Weight Front/Rear **62/38**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **14**
Towing Capacity (lb.) **NR**

FUEL
Regular or premium
CR Overall mpg **33**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	!	↓	↓
Engine, Major	!	⇈	!
Engine, Minor	⇈	⇈	!
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	!	↑	⇈
Transmission, Minor	⇈	↑	⇈
Drive System	↑	⇈	⇈
Fuel System	!	⇈	⇈
Electrical	↑	⇈	⇈
Climate System	⇈	⇊	!
Suspension	⇈	⇊	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	↓	⇊	!
Noises/Leaks	⇈	↑	⇈
Body Hardware	↑	⇊	⇈
Power Equipment	⇈	↑	!
In-Car Electronics	⇈	!	!

Hyundai Elantra Hybrid ✓

73 OVERALL SCORE

The latest Elantra got a slightly roomier interior and a more sophisticated infotainment system. And the hybrid version is the pick of the litter, returning not only an impressive 48 mpg overall but also a smoother ride and quieter cabin than the regular model. Handling is nimble, aided by the independent rear suspension the hybrid has. Seat comfort is so-so unless buyers get the pricier Limited trim, and the car's low stance makes access awkward. The infotainment system is easy to use. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard. We recommend the Elantra Hybrid because it has average reliability.

$24,550-$29,150
BASE PRICE RANGE

85 ROAD TEST	↑ ADAS
! RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Blue, Limited

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 1.6-liter 4 hybrid (139 hp)

TRANSMISSIONS: 6-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **184**
Width (in.) **72**
Height (in.) **56**
Wheelbase (in.) **107**
Weight (lb.) **2,970**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **14**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **48**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability		*	*
Engine, Major		*	*
Engine, Minor		*	*
Engine, Cooling		*	*
Transmission, Major		*	*
Transmission, Minor		*	*
Drive System		*	*
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*

Hyundai Ioniq 5 ✓

76 OVERALL SCORE

The Ioniq 5, which is related to the Genesis GV60 and Kia EV6, is one of the most impressive EVs we've tested, with punchy acceleration, agile handling, a reasonably comfortable ride, and generous interior room. The EPA-estimated driving range is 303 miles for the single-motor, rear-wheel-drive version with the 77.4-kilowatt-hour battery, and 256 miles for the dual-motor, all-wheel-drive model. Quick charging times are possible at public DC fast-charging venues, thanks to the battery's maximum acceptance rate of 235 kW. Despite its futuristic vibe, the Hyundai's controls are mostly user-friendly. Many interior surfaces, such as the seats, headliner, and door trim, use eco-friendly materials. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$41,450-$56,500
BASE PRICE RANGE

91 ROAD TEST	⏫ ADAS
❘ RELIABILITY	⏫ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Limited, SE, SEL

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (168 hp); Electric (225 hp); Electric (320 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **183**
Width (in.) **74**
Height (in.) **63**
Wheelbase (in.) **118**
Weight (lb.) **4,560**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **28.5**
Towing Capacity (lb.) **2,000**

FUEL
Electric
CR Overall mpge **101**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			❘
Engine, Major			⏫
Engine, Minor			⏫
Engine, Cooling			⏫
Transmission, Major			⏫
Transmission, Minor			⏫
Drive System			⏫
Fuel System			⏫
Electrical			⌃
Climate System			⏬
Suspension			⏫
Brakes			⏫
Exhaust			⏫
Paint/Trim			⏬
Noises/Leaks			⏫
Body Hardware			⏫
Power Equipment			⌃
In-Car Electronics			⌃

Hyundai Ioniq 6

NA OVERALL SCORE

The Ioniq 6 is based on the same platform as the Ioniq 5, Kia EV6, and Genesis GV60. This sleek sedan has an EPA range that spans 270 to 361 miles depending on the version. It offers a choice of a 53- or 77.4-kilowatt-hour battery. Each version is offered with either rear or, thanks to dual motors, AWD. Like the Ioniq 5, it is capable of rapid DC fast charging in public places. We found that the Ioniq 6 rides comfortably and has agile handling. The cabin is airy and quiet, and there's generous rear-seat room. It's a bit odd and inconvenient that the window controls are oddly placed on the center console instead of on the door armrest. AEB with pedestrian and cyclist detection, AEB highway, BSW, and RCTW are standard. More advanced features are available on SEL and Limited trims.

$41,600-$56,100
BASE PRICE RANGE

NA ROAD TEST	⏫ ADAS
NA RELIABILITY	NA SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Limited, SE, SEL

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (149 hp); Electric (225 hp); Electric (320 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **191**
Width (in.) **74**
Height (in.) **59**
Wheelbase (in.) **116**
Weight (lb.) **4,615**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **11**
Towing Capacity (lb.) **NR**

FUEL
Electric
EPA Combined mpge **103**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

⇊ ↓ ! ↑ ⇈ WORSE —— BETTER | ✓ RECOMMENDED

Hyundai Kona

NA OVERALL SCORE

The redesigned Kona will again be offered with gasoline engines and electric powertrains. The EV will be available with a short- and long-range battery. Hyundai says that at public DC-fast charging places, the Kona with the larger battery can go from 10 to 80 percent state of charge in just 43 minutes. The redesigned Kona is larger than before, gaining an inch in height and width, and growing 7.5 inches in length. That should provide a bit more elbow room, as well as cargo space. The electric models have extra storage in the front trunk. The cabin features dual 12.3-inch screens serving as the instrument panel and infotainment display. Front- or all-wheel drive is available on the gas engines. The regular 2.0-liter four-cylinder mated to a CVT, and the sporty 1.6-liter turbo four-cylinder matched with an 8-speed automatic, go on sale this summer, followed by the Kona EV later in the year.

$22,140-$34,950
BASE PRICE RANGE

NA ROAD TEST	↑ ADAS
! RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Limited, N Line, SE, SEL

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (133 hp); Electric (201 hp); 1.6-liter 4 turbo (190 hp); 2.0-liter 4 (147 hp)

TRANSMISSIONS: 8-speed automatic; CVT; 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **171**
Width (in.) **72**
Height (in.) **62**
Wheelbase (in.) **105**
Weight (lb.) **NA**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **NR**

FUEL
Electric or regular
EPA Combined mpg **NA**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↓	↑	↓
Engine, Major	⇊	⇈	!
Engine, Minor	↓	⇈	!
Engine, Cooling	↓	⇈	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	⇈	⇈
Drive System	!	⇈	⇈
Fuel System	↓	⇈	⇈
Electrical	↑	⇈	⇈
Climate System	!	⇈	⇊
Suspension	⇊	⇈	⇈
Brakes	!	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	↑	⇈	⇈
Noises/Leaks	↑	⇈	⇈
Body Hardware	↑	⇈	⇈
Power Equipment	⇈	↑	↓
In-Car Electronics	⇈	⇈	↓

Hyundai Palisade ✓

80 OVERALL SCORE

The Hyundai Palisade three-row midsized SUV can seat seven or eight people, depending on whether the second row is a bench or two separate seats. It shares its platform and many components, such as its smooth 291-hp, 3.8-liter V6 that's paired with an eight-speed automatic, with the Kia Telluride. The roomy cabin is very quiet. The Palisade rides comfortably, but handling is not particularly nimble. The interior is filled with thoughtful details. It benefits from simple controls, except for the unintuitive push-button gear selector and the faraway touchscreen infotainment system. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$35,900-$51,750
BASE PRICE RANGE

85 ROAD TEST	⇈ ADAS
! RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Calligraphy, Limited, SE, SEL, XRT

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.8-liter V6 (291 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **197**
Width (in.) **78**
Height (in.) **69**
Wheelbase (in.) **114**
Weight (lb.) **4,395**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,175**
Cargo Volume, cu.ft. **47.5**
Towing Capacity (lb.) **5,000**

FUEL
Regular
CR Overall mpg **21**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	!	↑	!
Engine, Major	↑	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	!
Transmission, Minor	↑	⇈	!
Drive System	↑	⇈	⇈
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	↓	⇈	⇈
Brakes	⇈	⇈	↑
Exhaust	⇈	⇈	⇈
Paint/Trim	⇊	!	⇈
Noises/Leaks	⇊	↓	↑
Body Hardware	⇊	⇈	⇈
Power Equipment	↑	⇈	⇈
In-Car Electronics	↑	!	!

Hyundai Santa Cruz

64
OVERALL SCORE

Blending a small SUV and a pickup truck, the Santa Cruz comes with a rather strained 2.5-liter four-cylinder, but a powerful turbocharged version is also available. Front- and all-wheel-drive versions are available. Fuel economy of 24 mpg overall in the turbo version is impressive. The Santa Cruz drives like a car, with responsive handling, a comfortable ride, and easy maneuverability. Rear visibility is hampered because of the small rear window and thick back pillars. Maximum tow capacity is a commendable 5,000 pounds, with a payload of 1,400 pounds. The tiny bed measures just over 4 feet long and has a lockable underbed trunk. Higher trims come with a handy sliding tonneau cover. AEB with pedestrian and cyclist detection, BSW, and RCTW are standard, but AEB highway is optional.

$25,700-$40,570
BASE PRICE RANGE

77 ROAD TEST

↑ ADAS

↓ RELIABILITY

↑ SATISFACTION

OVERVIEW

BODY STYLES: crew cab

TRIM LINES: Limited, Night, SE, SEL, SEL Premium

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 (191 hp); 2.5-liter 4 turbo (281 hp)

TRANSMISSIONS: 8-speed automatic; 8-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **196**
Width (in.) **75**
Height (in.) **67**
Wheelbase (in.) **118**
Weight (lb.) **4,045**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **1,410**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **5,000**

FUEL
Regular
CR Overall mpg **24**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			↓
Engine, Major			⇈
Engine, Minor			⇈
Engine, Cooling			⇈
Transmission, Major			↓
Transmission, Minor			↓
Drive System			⇈
Fuel System			⇈
Electrical			⇈
Climate System			⇈
Suspension			⇈
Brakes			⇈
Exhaust			⇈
Paint/Trim			⇊
Noises/Leaks			⇈
Body Hardware			↑
Power Equipment			⇈
In-Car Electronics			⇈

Hyundai Santa Fe ✓

73
88
OVERALL SCORE

Sitting in between the Tucson and the larger, three-row Palisade, the Santa Fe comes standard with a weak and noisy 191-hp, 2.5-liter four-cylinder engine. The optional 2.5-liter turbo is much more powerful but is mated to a dual-clutch automatic that causes low-speed vibrations. The hybrid version of the Santa Fe comes with a 1.6-liter turbo engine that got 30 mpg overall in our tests. It is also quicker and rides more comfortably than the nonturbo Santa Fe. A 261-hp plug-in hybrid with 30 miles of electric range is also available. The Santa Fe's cabin is roomy, with a generous rear seat and cargo space. The interior is stylish, but the center console is a sea of buttons, and the push-button gear selector is tricky to use without looking over at it. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard. A rugged XRT trim is new.

$28,750-$47,670
BASE PRICE RANGE

76-88 ROAD TEST

⇈ ADAS

❙-↑ RELIABILITY

❙ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Calligraphy, Hybrid SEL Premium, Limited, Plug-in Hybrid, SE, SEL, SEL Premium, XRT

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 1.6-liter 4 hybrid (226 hp); 1.6-liter 4 hybrid (261 hp); 2.5-liter 4 (191 hp); 2.5-liter 4 turbo (281 hp)

TRANSMISSIONS: 6-speed automatic; 8-speed automatic; 8-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **188**
Width (in.) **75**
Height (in.) **66**
Wheelbase (in.) **109**
Weight (lb.) **3,935**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,060**
Cargo Volume, cu.ft. **35.5**
Towing Capacity (lb.) **2,000**

FUEL
Regular
CR Overall mpg **24-30**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	❙	↑
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	↑	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	↑	⇈	⇈
Transmission, Minor	↑	❙	↑
Drive System	⇈	⇈	↑
Fuel System	⇈	❙	↑
Electrical	↑	↑	⇈
Climate System	❙	↓	⇈
Suspension	⇈	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	↑	⇈
Paint/Trim	❙	❙	⇈
Noises/Leaks	⇈	❙	↑
Body Hardware	⇈	↑	↑
Power Equipment	⇈	↓	⇈
In-Car Electronics	↑	❙	↑

⇊ ↓ ! ↑ ⇈ WORSE — BETTER ✓ RECOMMENDED

Hyundai Sonata ✓

79-80 OVERALL SCORE

The coupelike Sonata has a standard 2.5-liter four-cylinder coupled to an eight-speed automatic. This combination provides unobtrusive, linear power and 31 mpg overall in our tests. The Sonata hybrid returned an excellent 44 mpg overall in our tests, but its six-speed automatic has some rough shift. The sporty N Line version gets a 2.5-liter turbo engine and dual-clutch automatic. We like the sedan's responsive handling but found the ride to be stiff. Rear-seat room is decent, although the low stance compromises access. The modern cabin is marred by a counterintuitive push-button gear selector. The standard 8-inch touchscreen is easy to use. A larger screen comes on high-end versions, but these versions lack a tuning knob. All key active safety features are standard. A freshened 2024 Sonata arrives later this year.

$25,100-$35,125
BASE PRICE RANGE

83-85 ROAD TEST	⇈ ADAS
↑ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Blue, Hybrid Limited, Hybrid SEL, Limited, N Line, SE, SEL, SEL Plus

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 1.6-liter 4 turbo (180 hp); 2.0-liter 4 hybrid (192 hp); 2.5-liter 4 (191 hp); 2.5-liter 4 turbo (290 hp)

TRANSMISSIONS: 6-speed automatic; 8-speed automatic; 8-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **193**
Width (in.) **73**
Height (in.) **57**
Wheelbase (in.) **112**
Weight (lb.) **3,175**
% Weight Front/Rear **62/38**

CARGO MEASUREMENT
Max. Load (lb.) **905**
Cargo Volume, cu.ft. **16**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **31-34**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	↑	!
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	↑	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Fuel System	⇈	⇈	!
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	!
Suspension	↓	↑	⇈
Brakes	!	⇈	⇈
Exhaust	⇈	⇈	!
Paint/Trim	⇈	⇈	⇊
Noises/Leaks	↑	↓	⇈
Body Hardware	⇈	↑	!
Power Equipment	!	↑	⇈
In-Car Electronics	⇊	↑	!

Hyundai Tucson ✓

77 83 OVERALL SCORE

The fourth-generation Tucson is one of the better compact SUVs. With the standard 187-hp, 2.5-liter four-cylinder coupled to an eight-speed automatic, the Tucson accelerates leisurely unless you get the hybrid version which is more responsive quieter and more fuel efficient. The ride is firm yet steady, handling is responsive and secure, and the nicely trimmed cabin is relatively quiet. The back seat is roomy, and the cargo area is generous for the class. Controls are easy to use. But higher trims replace physical volume and temperature knobs with touch-sensitive controls and a push-button gear selector. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$26,900-$44,760
BASE PRICE RANGE

85-94 ROAD TEST	⇈ ADAS
! RELIABILITY	!-↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Blue, Hybrid SEL, Limited, N Line, Plug-in Hybrid, SE, SEL, XRT

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 1.6-liter 4 hybrid (226 hp); 1.6-liter 4 hybrid (261 hp); 2.5-liter 4 (187 hp)

TRANSMISSIONS: 6-speed automatic; 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **182**
Width (in.) **73**
Height (in.) **66**
Wheelbase (in.) **109**
Weight (lb.) **3,605**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **925**
Cargo Volume, cu.ft. **38.5**
Towing Capacity (lb.) **2,000**

FUEL
Regular
CR Overall mpg **26-35**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	!	!
Engine, Major	⇈	⇈	⇈
Engine, Minor	↑	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	↑	↑	⇈
Transmission, Minor	↑	⇈	⇈
Drive System	⇈	⇈	↑
Fuel System	⇈	↑	↑
Electrical	↑	⇈	↑
Climate System	⇈	⇈	↑
Suspension	↑	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	↑	↑	⇈
Paint/Trim	⇈	!	⇈
Noises/Leaks	⇈	↑	↑
Body Hardware	⇈	↓	⇈
Power Equipment	!	!	↑
In-Car Electronics	↑	↑	↓

Hyundai Venue

57
OVERALL SCORE

Hyundai's tiny Venue has a boxy, SUV-like shape that makes it feel roomier than one might expect. It fits beneath the Kona in the Hyundai lineup and competes with the Nissan Kicks and and Kia Soul. All-wheel drive is not offered. As is the case with other subcompacts, the Venue's 121-hp, 1.6-liter four-cylinder engine is not tremendously powerful, the ride is stiff and choppy, and the cabin is noisy. Handling is nimble, and the car is extremely easy to park and maneuver. An 8-inch touchscreen is standard. AEB with pedestrian detection is standard. AEB highway, BSW, and RCTW are optional.

$19,650-$22,900
BASE PRICE RANGE

64
ROAD TEST

|
ADAS

|
RELIABILITY

⌄
SATISFACTION

OVERVIEW

BODY STYLES: wagon
TRIM LINES: Limited, SE, SEL
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: 1.6-liter 4 (121 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **159**
Width (in.) **70**
Height (in.) **62**
Wheelbase (in.) **99**
Weight (lb.) **2,645**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **840**
Cargo Volume, cu.ft. **19**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **32**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Infiniti Q50 ✓

77
OVERALL SCORE

The Q50 luxury sports sedan is available in rear- and all-wheel drive. Its 300-hp turbo V6 engine is very punchy and, combined with the seven-speed automatic, makes the car quick. But fuel economy is a thirsty 22 mpg overall. Handling is quite nimble, and the ride is compliant. The cabin and back seat are relatively roomy, but the trunk is small, even for this class. Fit and finish comes up short, and the level of amenities is below the curve, showing this car's age. Infiniti's dual touchscreen infotainment system is slow and cumbersome to use. It requires multiple steps for simple tasks, which causes extra distraction. A 400-hp turbo V6 is also available. Standard active safety equipment includes AEB highway, BSW, and RCTW, although pedestrian detection is not offered.

$42,650-$58,500
BASE PRICE RANGE

82
ROAD TEST

⌃
ADAS

⌃
RELIABILITY

⌄
SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: Luxe, Red Sport 400, Sensory
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: 3.0-liter V6 turbo (300 hp); 3.0-liter V6 turbo (400 hp)
TRANSMISSIONS: 7-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **190**
Width (in.) **72**
Height (in.) **57**
Wheelbase (in.) **112**
Weight (lb.) **3,875**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **900**
Cargo Volume, cu.ft. **14**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **22**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

⇊ ↓ ! ↑ ⇈ WORSE — BETTER | ✓ RECOMMENDED

Infiniti QX50 ✓

69 OVERALL SCORE

Infiniti's QX50 is powered by a 268-hp, 2.0-liter turbo four-cylinder engine mated to a continuously variable transmission. Acceleration is competitive, but we got just 22 mpg overall in our all-wheel-drive test car. This trails most competitors, as well as Infiniti's own fuel-economy claims. Interior fit and finish is impressive, and the cabin is quiet and roomy. The QX50 has lackluster but secure handling. We found the ride to be mostly calm, but some impacts are stiffer than expected. The convoluted controls are very confusing and distracting. Infiniti's ProPilot Assist feature is now standard; it can keep the QX in its lane, and maintain and adjust speed according to traffic. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$40,300-$57,350
BASE PRICE RANGE

75 ROAD TEST | ⇈ ADAS
! RELIABILITY | ⇊ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Autograph, Luxe, Pure, Sensory, Sport

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (268 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **185**
Width (in.) **75**
Height (in.) **66**
Wheelbase (in.) **110**
Weight (lb.) **4,155**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **30.5**
Towing Capacity (lb.) **3,000**

FUEL
Premium
CR Overall mpg **22**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Infiniti QX55

NA OVERALL SCORE

This derivative of the QX50 has a sloped roof, giving it a coupelike appearance. It uses the same variable-compression 2.0-liter turbocharged four-cylinder engine and CVT as the QX50. Despite Infiniti's claims that this powertrain optimizes performance and fuel economy, we got just 22 mpg overall in the QX50 we tested. Every QX55 is equipped with all-wheel drive. Like the regular QX50, the cabin is nicely finished, with panel sculpting that creates a fluid appearance. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard, as is the ProPilot Assist active driving assistance system. This feature can keep the QX55 in its lane, and can maintain and adjust speed according to traffic.

$49,150-$57,800
BASE PRICE RANGE

NA ROAD TEST | ⇈ ADAS
! RELIABILITY | ↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Essential, Luxe, Sensory

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (268 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **186**
Width (in.) **75**
Height (in.) **64**
Wheelbase (in.) **110**
Weight (lb.) **4,020**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **NR**

FUEL
Premium
EPA Combined mpg **25**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, Major			*
Transmission, Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

Infiniti QX60

62
OVERALL SCORE

A recent redesign has transformed the QX60 into a slick, refined vehicle. Based on the Nissan Pathfinder, this sleek three-row luxury SUV's 295-hp V6 and nine-speed automatic supply plenty of power and deliver a decent 21 mpg overall. Front- and all-wheel-drive versions are available. The ride is comfortable, and the cabin is quiet. Handling is sound but not particularly agile. The standard 12.3-inch touchscreen infotainment system is fairly easy to navigate, with functions handled via either the screen or a knob on the center console. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard. The ProPilot Assist active driving assistance system uses adaptive cruise control and lane centering assistance to reduce stress while driving in highway traffic.

$49,200-$65,500
BASE PRICE RANGE

81 ROAD TEST

⏫ ADAS

⌄ RELIABILITY

● SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Autograph, Luxe, Pure, Sensory

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 3.5-liter V6 (295 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **198**
Width (in.) **78**
Height (in.) **70**
Wheelbase (in.) **114**
Weight (lb.) **4,630**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,150**
Cargo Volume, cu.ft. **41**
Towing Capacity (lb.) **6,000**

FUEL
Premium
CR Overall mpg **21**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*		*
Engine, Major	*		*
Engine, Minor	*		*
Engine, Cooling	*		*
Transmission, Major	*		*
Transmission, Minor	*		*
Drive System	*		*
Fuel System	*		*
Electrical	*		*
Climate System	*		*
Suspension	*		*
Brakes	*		*
Exhaust	*		*
Paint/Trim	*		*
Noises/Leaks	*		*
Body Hardware	*		*
Power Equipment	*		*
In-Car Electronics	*		*

Infiniti QX80

49
OVERALL SCORE

The QX80 large SUV has a plush, luxurious, and quiet interior. We liked the supple ride but found this big barge to be ungainly, with cumbersome handling in everyday driving, though it was ultimately secure in emergency maneuvers. The seven-speed automatic and 400-hp, 5.6-liter V8 provide smooth and strong performance, but the QX80 chugs premium fuel and returns just 15 mpg overall. The tall step-up to the cabin makes climbing in or out an ungraceful affair. Cargo volume is plentiful, and the small power-folding third-row seat comes in handy for carrying two kids. A recent refresh brought a more modern infotainment system and other updated controls. The Nissan Armada is essentially the same vehicle but costs less. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$72,700-$87,450
BASE PRICE RANGE

62 ROAD TEST

⏫ ADAS

⌄ RELIABILITY

⌄ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Luxe, Premium Select, Sensory

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 5.6-liter V8 (400 hp)

TRANSMISSIONS: 7-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **210**
Width (in.) **80**
Height (in.) **76**
Wheelbase (in.) **121**
Weight (lb.) **5,990**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **1,590**
Cargo Volume, cu.ft. **49.5**
Towing Capacity (lb.) **8,500**

FUEL
Premium
CR Overall mpg **15**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Jaguar E-Pace

49 OVERALL SCORE

The E-Pace is a stylish and nimble small SUV powered by a 2.0-liter turbo four-cylinder engine mated to a nine-speed automatic and all-wheel drive. Power delivery is uneven: It either accelerates with a sudden burst or feels lethargic and slow. Fuel economy of 21 mpg overall is abysmal. Agile handling and sharp steering make the little Jaguar fun to drive, but it comes at the expense of a stiff ride that lets the passengers feel every bump and rut. The controls are cumbersome but manageable, and the touchscreen infotainment system has been updated with Jaguar's latest Pivi Pro system. Rear and side visibility are dismal. Interior ambience is too ordinary and not befitting a car in this class. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$48,000
BASE PRICE RANGE

67 ROAD TEST | ⏫ ADAS

⌄ RELIABILITY | ⌄ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: SE
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (246 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **173**
Width (in.) **82**
Height (in.) **65**
Wheelbase (in.) **106**
Weight (lb.) **4,130**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **825**
Cargo Volume, cu.ft. **21.5**
Towing Capacity (lb.) **3,970**

FUEL
Premium
CR Overall mpg **21**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Jaguar F-Pace

48 OVERALL SCORE

Jaguar's compact luxury SUV shares its platform with the XF sedan and Range Rover Velar. A 2.0-liter turbo four-cylinder is the base engine. High-end versions get a turbocharged 3.0-liter six-cylinder that makes the car feel quick and effortless. A smooth eight-speed automatic and all-wheel drive are standard. The taut and nimble F-Pace is one of the best-handling SUVs, which makes for a lively driving experience, though the ride is stiff and choppy. The seats are comfortable, but interior quality doesn't match that of an Audi Q5 or a BMW X3. The infotainment system has been updated to Jaguar's latest Pivi Pro system. We found that the A/C system isn't always up to the task. Standard active safety features include AEB with pedestrian detection, BSW, and RCTW.

$52,400-$89,500
BASE PRICE RANGE

69 ROAD TEST | ⏫ ADAS

⌄ RELIABILITY | ⌄ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Base, R-Dynamic S, S, SVR, SVR Edition 1988
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (247 hp); 3.0-liter 6 turbo (395 hp); 5.0-liter V8 supercharged (542 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **186**
Width (in.) **87**
Height (in.) **66**
Wheelbase (in.) **113**
Weight (lb.) **4,350**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **960**
Cargo Volume, cu.ft. **28.5**
Towing Capacity (lb.) **5,290**

FUEL
Premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Jaguar I-Pace

58 OVERALL SCORE

The I-Pace all-electric SUV seats five and has an EPA-estimated range of 246 miles. It's a quick and quiet car that handles nimbly. The ride is firm yet comfortable. The interior is luxurious, with an attractive combination of charm and high-tech features, including dual screens for the infotainment system and a fussy push-button gear selector. The ability to raise the ride height allows the I-Pace to traverse moderately rough terrain. Like other EVs, we found, it takes quite a while to charge: The 90-kilowatt-hour battery takes about 13 hours from almost empty using a 240-volt connection. Even at a public fast charger, the I-Pace is behind the pace because of its mere 100-kW acceptance rate. The I-Pace has standard AEB with pedestrian and bicyclist detection, AEB highway, BSW, and RCTW.

$71,300
BASE PRICE RANGE

82 ROAD TEST

● ADAS

● RELIABILITY

● SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: HSE
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (394 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **184**
Width (in.) **75**
Height (in.) **61**
Wheelbase (in.) **118**
Weight (lb.) **4,920**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **25.5**
Towing Capacity (lb.) **NR**

FUEL
Electric
CR Overall mpge **75**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Jaguar XF

NA OVERALL SCORE

The XF is arguably the most agile midsized luxury sedan. It's taut and nimble, with lively steering, yet its ride is supple and composed. That combination makes it very enjoyable to drive. It comes in rear- and all-wheel-drive versions. A recent refresh brought a snazzier interior, an easier-to-use gear selector, and better-placed window controls, as well as an updated infotainment system. The only engine available is a 2.0-liter turbo four-cylinder, and the only transmission choice is an eight-speed automatic that shifts smoothly. The front and rear seats are very comfortable, and the trunk is large. AEB with pedestrian detection, AEB highway, BSW, RCTW are all standard.

$47,000-$52,700
BASE PRICE RANGE

NA ROAD TEST

● ADAS

● RELIABILITY

! SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: R-Dynamic SE, S, SE
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (246 hp); 2.0-liter 4 turbo (296 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **195**
Width (in.) **78**
Height (in.) **57**
Wheelbase (in.) **117**
Weight (lb.) **4,175**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **960**
Cargo Volume, cu.ft. **19**
Towing Capacity (lb.) **NR**

FUEL
Premium
EPA Combined mpg **25**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Jeep Cherokee

64 OVERALL SCORE

The Cherokee SUV is available with a 2.4-liter four-cylinder engine or a 2.0-liter turbocharged four-cylinder. The turbo engine suffers from a significant delay, particularly when accelerating from a rolling stop, the nine-speed automatic is neither smooth nor responsive, and the Cherokee returned just 23 mpg overall. Handling is cumbersome, but the SUV remains under control when pushed. The ride is stiff, and the coarse engine noise mars an otherwise quiet cabin. The rear seat is roomy, and controls are intuitive. The Trailhawk features off-road motifs mostly for looks. AEB highway, BSW, and RCTW are standard, but pedestrian detection isn't available.

Jeep Compass

NA OVERALL SCORE

The Compass received a lot of changes for 2023. Jeep replaced the 2.4-liter four-cylinder, which we found to be unrefined and sluggish, with a 2.0-liter turbo four-cylinder, and dropped the balky nine-speed automatic in favor of an eight-speed. Four-wheel drive is standard. The Compass we tested with the 2.4-liter engine wasn't very agile, but it proved to be secure at its limits. Aside from the allure of the Jeep brand, the Compass trails the competition in several important metrics. The ride is rather stiff and jittery. The rear seat is too low and flat. Interior and exterior styling were recently updated, and the infotainment system is now the latest Uconnect system with either an 8.4-inch or a 10.1-inch screen size. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$37,695-$41,295
BASE PRICE RANGE

67 ROAD TEST	↑ ADAS
! RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Altitude Lux, Trailhawk

DRIVE WHEELS: 4WD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (270 hp); 2.4-liter 4 (180 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **183**
Width (in.) **75**
Height (in.) **68**
Wheelbase (in.) **107**
Weight (lb.) **4,070**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **900**
Cargo Volume, cu.ft. **31**
Towing Capacity (lb.) **2,000**

FUEL
Regular
CR Overall mpg **23**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	!	!	*
Engine, Major	!	⇈	*
Engine, Minor	!	⇈	*
Engine, Cooling	⇈	⇈	*
Transmission, Major	⇈	⇈	*
Transmission, Minor	⇈	↑	*
Drive System	↑	⇈	*
Fuel System	!	⇈	*
Electrical	↓	!	*
Climate System	⇈	!	*
Suspension	⇊	↑	*
Brakes	⇈	⇈	*
Exhaust	!	⇈	*
Paint/Trim	↑	⇈	*
Noises/Leaks	⇈	⇈	*
Body Hardware	↑	!	*
Power Equipment	⇈	⇈	*
In-Car Electronics	⇈	↓	*

$29,995-$35,745
BASE PRICE RANGE

NA ROAD TEST	⇈ ADAS
↓ RELIABILITY	⇊ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Altitude, High Altitude, Latitude, Latitude LUX, Limited, Sport, Trailhawk

DRIVE WHEELS: 4WD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (200 hp)

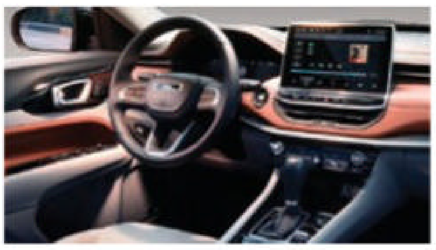
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **173**
Width (in.) **74**
Height (in.) **65**
Wheelbase (in.) **104**
Weight (lb.) **3,620**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **27.5**
Towing Capacity (lb.) **2,000**

FUEL
Regular
EPA Combined mpg **27**



RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Jeep Gladiator

36 OVERALL SCORE

A longer wheelbase and a 5-foot bed transform the Wrangler into the Gladiator pickup truck. The standard 285-hp, 3.6-liter V6 is mated to either a smooth eight-speed automatic or a six-speed manual. The Jeep returned 18 mpg overall with the automatic in our tests. Unlike most compact pickups, the truck uses coil springs in the rear suspension, which make the ride relatively comfortable. Handling, however, is pretty clumsy. The truck comes with a soft top; a removable hardtop is optional. Either way, there's lots of wind noise on the highway. The off-road-focused Rubicon has suspension and tires that are optimized for rock climbing. The damped tailgate is a nice touch. A 3.0-liter V6 diesel and full-time 4WD are available. AEB, BSW, and RCTW are optional, and pedestrian detection isn't offered.

$38,775-$50,995
BASE PRICE RANGE

52 ROAD TEST	Opt. ADAS
↓ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: crew cab

TRIM LINES: High Altitude, Mojave, Overland, Rubicon, Sport, Willys

DRIVE WHEELS: 4WD

SEATING: 2 front, 3 rear

ENGINES: 3.0-liter V6 turbodiesel (260 hp); 3.6-liter V6 (285 hp)

TRANSMISSIONS: 8-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.)	**218**
Width (in.)	**74**
Height (in.)	**75**
Wheelbase (in.)	**137**
Weight (lb.)	**4,650**
% Weight Front/Rear	**54/46**

CARGO MEASUREMENT

Max. Load (lb.)	**1,450**
Cargo Volume, cu.ft.	**NA**
Towing Capacity (lb.)	**7,650**

FUEL
Electric or regular
CR Overall mpg **18**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	⇊	↓	*
Engine, Major	!	⇈	*
Engine, Minor	!	⇈	*
Engine, Cooling	!	⇈	*
Transmission, Major	⇈	!	*
Transmission, Minor	!	!	*
Drive System	⇊	⇊	*
Fuel System	⇈	!	*
Electrical	⇊	⇈	*
Climate System	⇈	⇈	*
Suspension	⇊	⇊	*
Brakes	⇈	⇈	*
Exhaust	⇈	⇈	*
Paint/Trim	⇈	⇈	*
Noises/Leaks	!	⇊	*
Body Hardware	⇈	⇈	*
Power Equipment	⇈	⇈	*
In-Car Electronics	⇈	⇈	*

Jeep Grand Cherokee

55 OVERALL SCORE

With its recent redesign Jeep improved the Grand Cherokee's interior and fuel economy. Its standard 3.6-liter V6 is responsive, and the eight-speed automatic is smooth. Handling is sound and secure, and the ride is firm yet absorbent, particularly with the smaller 18-inch tires. Off-road seekers will want the 4xe Trailhawk, which has low-range gearing and height-adjustable suspension. This plug-in hybrid model uses a 2.0-liter turbo charged four-cylinder coupled with electric drive and provides a claimed 25 miles of electric-only range. The Uconnect 5 infotainment system has new features and more customization, but it has become less intuitive. AEB with pedestrian and cyclist detection, AEB highway, BSW, and RCTW are standard.

$41,035-$77,075
BASE PRICE RANGE

73 ROAD TEST	⇈ ADAS
↓ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: 4xe, Altitude, Laredo, Limited, Overland, Summit, Summit Reserve, Trailhawk

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 hybrid (375 hp); 3.6-liter V6 (293 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.)	**194**
Width (in.)	**78**
Height (in.)	**71**
Wheelbase (in.)	**117**
Weight (lb.)	**4,480**
% Weight Front/Rear	**54/46**

CARGO MEASUREMENT

Max. Load (lb.)	**1,050**
Cargo Volume, cu.ft.	**36**
Towing Capacity (lb.)	**6,200**

FUEL
Regular or premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	!	!	↓
Engine, Major	⇈	⇈	⇈
Engine, Minor	!	↑	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	!	!	⇈
Transmission, Minor	↑	↑	!
Drive System	⇈	↑	↑
Fuel System	⇈	⇈	⇈
Electrical	↓	↑	⇈
Climate System	⇈	⇈	⇈
Suspension	↑	⇈	⇊
Brakes	↑	↑	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	↑	!
Noises/Leaks	↓	!	⇈
Body Hardware	⇈	⇈	!
Power Equipment	⇈	⇈	⇊
In-Car Electronics	!	⇈	⇊

⇊ ↓ ! ↑ ⇈
WORSE — BETTER | ✓ RECOMMENDED

Jeep Grand Cherokee L

53 OVERALL SCORE

Jeep's midsized three-row SUV is a longer version of the Grand Cherokee. Most GC-Ls are powered by the familiar 290-hp, 3.6-liter V6, which tends to be noisy when revved and isn't that powerful or fuel-efficient. High-end versions come with a 5.7-liter V8. The eight-speed automatic is smooth and downshifts appropriately to help slow the vehicle when descending hills. The ride has an underlying firmness but is composed over undulations. Body roll is well-contained in corners, but the steering is too light. Six- and seven-passenger configurations are available, and the third row is relatively roomy. The interior exudes a premium feel, but some of the redesigned controls are too cluttered. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$43,035-$70,190
BASE PRICE RANGE

71 ROAD TEST	⇈ ADAS
↓ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Altitude, Laredo, Limited, Overland, Summit, Summit Reserve

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 2 rear, 2 third

ENGINES: 3.6-liter V6 (290 hp); 5.7-liter V8 (357 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **205**
Width (in.) **78**
Height (in.) **72**
Wheelbase (in.) **122**
Weight (lb.) **4,840**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **1,200**
Cargo Volume, cu.ft. **45**
Towing Capacity (lb.) **6,200**

FUEL
Regular
CR Overall mpg **19**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability		↓	↓
Engine, Major		⇈	⇈
Engine, Minor		⇈	⇈
Engine, Cooling		⇈	⇈
Transmission, Major		⇈	⇈
Transmission, Minor		⇊	!
Drive System		↑	↑
Fuel System		!	⇈
Electrical		↑	⇈
Climate System		⇊	⇈
Suspension		↓	⇊
Brakes		⇈	⇈
Exhaust		↑	⇈
Paint/Trim		⇈	!
Noises/Leaks		⇊	⇈
Body Hardware		⇈	!
Power Equipment		⇊	⇊
In-Car Electronics		⇊	⇊

Jeep Renegade

40 OVERALL SCORE

The subcompact Renegade looks enticingly cute but is bogged down by a nine-speed automatic that's neither smooth nor responsive. Fuel economy with the old 2.4-liter was unimpressive at 24 mpg overall. A 1.3-liter turbocharged four-cylinder engine is now standard and should be more fuel-efficient. Handling is uninspiring, and the ride is unremarkable. Excessive vibrations while the engine is idling and a too-touchy brake pedal also mar the driving experience. The Trailhawk version offers a token amount of off-road capability. Chrysler's easy-to-use Uconnect infotainment system is one of the best in the business. BSW and RCTW are standard. AEB highway is optional. Unfortunately, pedestrian detection isn't available.

$29,995-$32,845
BASE PRICE RANGE

56 ROAD TEST	Opt. ADAS
↓ RELIABILITY	⇊ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Latitude, Trailhawk, Upland

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 1.3-liter 4 turbo (177 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **167**
Width (in.) **74**
Height (in.) **66**
Wheelbase (in.) **101**
Weight (lb.) **3,360**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **985**
Cargo Volume, cu.ft. **30.5**
Towing Capacity (lb.) **2,000**

FUEL
Regular
CR Overall mpg **24**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Jeep Wagoneer

51
OVERALL SCORE

Jeep revived the storied Wagoneer nameplate for an all-new, large three-row luxury SUV based on the Ram 1500 pickup truck. Unlike the Ram, the Wagoneer has independent rear suspension. The premium Grand Wagoneer gets either a 6.4-liter V8 or a 510-hp turbo six-cylinder engine, as well as more luxury amenities and a six-figure price tag. In our tests the stout 392-hp, 5.7-liter V8 returned 15 mpg overall, which is way behind the times, and the worst among large SUVs. Most versions now come with a 420-hp turbo six cylinder. The Wagoneer rides comfortably, particularly if equipped with the optional air suspension, and the big SUV is very quiet. Handling is sound but not a strong suit. The cabin is very roomy and even the third-row seat is suitable for adults. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard. A 15-inch longer L version is also available.

$58,995-$77,220
BASE PRICE RANGE

66 ROAD TEST	⇈ ADAS
↓ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV; extended SUV

TRIM LINES: Base, Carbide, Series II, Series III

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 2 rear, 3 third

ENGINES: 3.0-liter 6 turbo (420 hp); 3.0-liter 6 turbo (510 hp); 5.7-liter V8 (392 hp); 6.4-liter V8 (470)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **215**
Width (in.) **84**
Height (in.) **76**
Wheelbase (in.) **123**
Weight (lb.) **6,150**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **1,510**
Cargo Volume, cu.ft. **63.5**
Towing Capacity (lb.) **10,000**

FUEL
Regular or premium
CR Overall mpg **15**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, Major			*
Transmission, Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

Jeep Wrangler

25
OVERALL SCORE

The Wrangler remains true to the off-roading icon's heritage. Its essential hallmarks remain, with body-on-frame construction and solid axles. It's available in two- and four-door configurations, but be aware that the multitude of options can quickly drive up the price. The standard 2.0-liter turbocharged four-cylinder provides decent power. The V6 with the eight-speed automatic feels stronger, and we got 18 mpg overall. Jeep also offers a 4xe plug-in hybrid that can drive a short distance on electric power, and a 6.4-liter V8 on the Rubicon 392. Handling still lacks precision. The ride is stiff and jiggly, and there's lots of wind noise at highway speeds, regardless of roof choice. A 12.3-inch touch screen display with the latest uConnect infotainment system is new for 2024. AEB, BSW, and RCTW are optional, and pedestrian detection isn't available. The Recon, a Wrangler-inspired EV, arrives in 2024.

$31,195-$82,495
BASE PRICE RANGE

34 ROAD TEST	**Opt.** ADAS
↓ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 2-door SUV; 4-door SUV

TRIM LINES: Rubicon, Sahara, Sport, Sport S, Willys

DRIVE WHEELS: 4WD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (270 hp); 2.0-liter 4 hybrid (375 hp); 3.0-liter V6 turbodiesel (260 hp); 3.6-liter V6 (285 hp); 6.4-liter V8 (470 hp)

TRANSMISSIONS: 8-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **188**
Width (in.) **74**
Height (in.) **74**
Wheelbase (in.) **118**
Weight (lb.) **4,440**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **41.5**
Towing Capacity (lb.) **3,500**

FUEL
Electric or regular or premium
CR Overall mpg **18**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	⇊	!	⇊
Engine, Major	⇊	⇈	↓
Engine, Minor	⇊	↓	⇊
Engine, Cooling	!	⇈	↓
Transmission, Major	↑	⇈	⇈
Transmission, Minor	↑	↑	⇈
Drive System	⇈	↑	⇈
Fuel System	⇊	↑	⇈
Electrical	⇊	↑	↓
Climate System	⇊	⇈	⇈
Suspension	!	↑	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	↓	⇈	⇈
Noises/Leaks	⇊	↑	⇈
Body Hardware	↑	⇈	⇈
Power Equipment	↑	↑	⇈
In-Car Electronics	!	⇈	⇈

Kia Carnival ✓

84 OVERALL SCORE

Kia's minivan is roomy and refined, and it comes with desirable active safety features and optional luxury amenities. The Carnival is powered by a punchy 290-hp V6 that has lots of power in reserve, mated to a smooth-shifting eight-speed automatic. Its 21 mpg overall is similar to other V6 competitors but no match for the Toyota Sienna hybrid. The ride is comfortable, and handling is secure but not agile. Controls are easy to use. High-end versions come with a loungelike reclining feature for the second row. The midsection of the second row can handily slide fore and aft, but owners have to remove the second-row seats for maximum cargo capacity and they are heavy. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$33,100-$46,200
BASE PRICE RANGE

85 ROAD TEST	⇈ ADAS
↑ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: minivan
TRIM LINES: EX, LX, SX, SX Prestige
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear, 3 third
ENGINES: 3.5-liter V6 (290 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **203**
Width (in.) **79**
Height (in.) **70**
Wheelbase (in.) **122**
Weight (lb.) **4,595**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,325**
Cargo Volume, cu.ft. **72**
Towing Capacity (lb.) **3,500**

FUEL
Regular
CR Overall mpg **21**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			↑
Engine, Major			⇈
Engine, Minor			⇈
Engine, Cooling			⇈
Transmission, Major			⇈
Transmission, Minor			⇈
Drive System			⇈
Fuel System			⇈
Electrical			⇈
Climate System			⇈
Suspension			⇈
Brakes			⇈
Exhaust			⇈
Paint/Trim			⇈
Noises/Leaks			⇈
Body Hardware			⇊
Power Equipment			⇈
In-Car Electronics			↓

Kia EV6 ✓

91 OVERALL SCORE

The EV6 is Kia's first car designed from the outset to be fully electric. EPA-estimated driving ranges are 310 miles for the rear-drive, long-range-battery model and 274 miles for the all-wheel-drive version. The base rear-drive model has a smaller battery, less horsepower, and only a 232-mile range. Recharging can be done relatively quickly at public DC fast chargers, thanks to the EV6's 235-kilowatt acceptance rate. The EV6 is taut and agile, and the ride is steady and comfortable. It glides silently down the road and accelerates briskly. Rear and side visibility are restricted, and the car is saddled with annoying split-use climate and audio controls. AEB with pedestrian and cyclist detection, AEB highway, BSW, and RCTW are standard.

$48,700-$61,600
BASE PRICE RANGE

90 ROAD TEST	⇈ ADAS
⇈ RELIABILITY	⇈ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: GT, GT-Line, Wind
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (225 hp); Electric (320 hp); Electric (576 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **184**
Width (in.) **74**
Height (in.) **61**
Wheelbase (in.) **114**
Weight (lb.) **4,540**
% Weight Front/Rear **49/51**

CARGO MEASUREMENT
Max. Load (lb.) **825**
Cargo Volume, cu.ft. **26.5**
Towing Capacity (lb.) **2,300**

FUEL
Electric
CR Overall mpge **105**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			⇈
Engine, Major			⇈
Engine, Minor			⇈
Engine, Cooling			⇈
Transmission, Major			⇈
Transmission, Minor			⇈
Drive System			⇈
Fuel System			⇈
Electrical			⇈
Climate System			⇈
Suspension			⇈
Brakes			⇈
Exhaust			⇈
Paint/Trim			⇈
Noises/Leaks			⇈
Body Hardware			⇈
Power Equipment			⇈
In-Car Electronics			⇊

Kia Forte

62 OVERALL SCORE

The budget-friendly, compact Forte has some positives, including simple controls and impressive fuel economy. However, it suffers from a too-stiff ride and a noisy cabin. The standard 147-hp four-cylinder pulls adequately, and the CVT provides unobtrusive progress, but the engine gets raucous when pushed. At 34 mpg overall, fuel economy is excellent. Handling is responsive, and the Forte is willing to tackle corners. But it feels like the suspension transmits every bump to the passengers. The interior is drab and spartan, and the seats in the midlevel LXS are uncomfortable. The infotainment system is simple and easy to use. A sportier GT model with a turbo engine is also available. AEB with pedestrian detection and AEB highway are standard; BSW and RCTW are optional.

$19,690-$25,090
BASE PRICE RANGE

71 ROAD TEST	↑ ADAS
! RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: GT, GT-Line, LX, LXS
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: 1.6-liter 4 turbo (201 hp); 2.0-liter 4 (147 hp)
TRANSMISSIONS: 6-speed manual; 7-speed sequential; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.)	**183**
Width (in.)	**71**
Height (in.)	**57**
Wheelbase (in.)	**106**
Weight (lb.)	**2,805**
% Weight Front/Rear	**62/38**

CARGO MEASUREMENT

Max. Load (lb.)	**850**
Cargo Volume, cu.ft.	**15**
Towing Capacity (lb.)	**NR**

FUEL
Regular
CR Overall mpg **34**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	!	*
Engine, Major	*	⇈	*
Engine, Minor	*	!	*
Engine, Cooling	*	⇈	*
Transmission, Major	*	⇈	*
Transmission, Minor	*	⇈	*
Drive System	*	⇈	*
Fuel System	*	!	*
Electrical	*	⇈	*
Climate System	*	⇊	*
Suspension	*	⇈	*
Brakes	*	!	*
Exhaust	*	⇈	*
Paint/Trim	*	⇈	*
Noises/Leaks	*	⇈	*
Body Hardware	*	!	*
Power Equipment	*	!	*
In-Car Electronics	*	⇈	*

Kia K5 ✓

81 OVERALL SCORE

Kia's midsized sedan is roomy and fuel-efficient, handles securely, and has user-friendly controls. The standard 1.6-liter turbo four-cylinder delivers ample power and commendable fuel economy, at 32 mpg overall in our tests. Although the K5 shares its platform with the Hyundai Sonata, the Kia has a more comfortable ride. The roomy cabin has a traditional layout with a conventional gear selector. Unfortunately, buyers have to opt for a GT-Line or above to get a power driver's seat. The infotainment system is easy to use, but only versions with the smaller screen have wireless Android Auto and Apple CarPlay compatibility; others require a cable. All-wheel drive is available. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$25,290-$31,690
BASE PRICE RANGE

84 ROAD TEST	⇈ ADAS
↑ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: EX, GT, GT-Line, LXS
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 1.6-liter 4 turbo (180 hp); 2.5-liter 4 turbo (290 hp)
TRANSMISSIONS: 8-speed automatic; 8-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.)	**193**
Width (in.)	**73**
Height (in.)	**57**
Wheelbase (in.)	**112**
Weight (lb.)	**3,150**
% Weight Front/Rear	**61/39**

CARGO MEASUREMENT

Max. Load (lb.)	**905**
Cargo Volume, cu.ft.	**16**
Towing Capacity (lb.)	**NR**

FUEL
Regular
CR Overall mpg **32**

RELIABILITY HISTORY

	'20	**'21**	'22
Overall Reliability		!	↑
Engine, Major		⇈	⇈
Engine, Minor		⇈	⇈
Engine, Cooling		⇈	⇈
Transmission, Major		⇈	⇈
Transmission, Minor		⇈	⇈
Drive System		⇈	⇈
Fuel System		⇈	⇈
Electrical		⇈	⇈
Climate System		⇈	⇈
Suspension		⇈	⇈
Brakes		↓	⇊
Exhaust		⇈	⇈
Paint/Trim		↓	⇈
Noises/Leaks		↓	⇈
Body Hardware		⇈	⇈
Power Equipment		⇊	⇈
In-Car Electronics		⇊	↓

⇊ ↓ ! ↑ ⇈
WORSE — BETTER

✓ RECOMMENDED

Kia Niro ✓

79 OVERALL SCORE

The redesigned Niro is very sensible and economical. Even though it is only a front-wheel-drive model, its overall functionality rivals that of most small SUVs. Handling and braking have been improved, and the ride is mostly comfortable, but the cabin is loud. The hybrid achieved an excellent 45 mpg overall. Unfortunately, the controls are now less friendly than before, and outward visibility is hurt by the elimination of the third side window. The Niro is also offered as a plug-in hybrid with an estimated electric range of 33 miles before transitioning to regular hybrid operation. The pure EV version has an EPA range of 253 miles. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$26,590-$44,550
BASE PRICE RANGE

83 ROAD TEST	⇈ ADAS
! RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: wagon

TRIM LINES: EX, EX Touring, LX, SX, SX Touring, Wave, Wind

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: Electric (201 hp); 1.6-liter 4 hybrid (139 hp); 1.6-liter 4 hybrid (180 hp)

TRANSMISSIONS: 6-speed sequential; 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **174**
Width (in.) **72**
Height (in.) **61**
Wheelbase (in.) **107**
Weight (lb.) **3,100**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **23**
Towing Capacity (lb.) **NR**

FUEL
Electric or regular
CR Overall mpg **45**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Kia Niro EV ✓

80 OVERALL SCORE

The second-generation Niro offers buyers three efficient modes of transport, with traditional hybrid, plug-in hybrid, and fully electric models. The electric version is one of the best among affordable EVs with an EPA-estimated range of 253 miles. The 11 kW on-board charger allows home charging on the quicker side but with only a meager 85 kW max acceptance rate for public DC-chargers, charging on the go is slow. Acceleration is immediate and feels effortless. Ride and handling are better than the Niro hybrid. Hatchback versatility is an asset, as is a roomy rear seat and compact footprint for easy urban maneuverability. Unfortunately, some controls are not intuitive, particularly the split audio/climate panel can be distracting to use. Rear and side visibility are compromised due to the thick rear pillar. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$39,550-$44,550
BASE PRICE RANGE

84 ROAD TEST	⇈ ADAS
! RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: wagon

TRIM LINES: Wave, Wind

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: Electric (201 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **174**
Width (in.) **72**
Height (in.) **62**
Wheelbase (in.) **107**
Weight (lb.) **3,750**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **23**
Towing Capacity (lb.) **NR**

FUEL
Electric
CR Overall mpge **113**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	!	*	!
Engine, Major	⇊	*	↓
Engine, Minor	⇊	*	↑
Engine, Cooling	⇈	*	⇈
Transmission, Major	⇈	*	⇈
Transmission, Minor	⇈	*	⇈
Drive System	⇈	*	⇈
Fuel System	⇈	*	⇈
Electrical	⇊	*	↑
Climate System	⇈	*	⇈
Suspension	⇈	*	⇈
Brakes	⇈	*	⇈
Exhaust	⇈	*	⇈
Paint/Trim	⇈	*	⇈
Noises/Leaks	⇈	*	⇈
Body Hardware	⇈	*	⇈
Power Equipment	⇈	*	⇈
In-Car Electronics	⇈	*	⇈

Kia Rio

55 OVERALL SCORE

The Rio is basic transportation. It is a loud car, with a stiff ride and leisurely acceleration. We got 33 mpg overall in our tests, which is good, but many nicer compact cars achieve or surpass that mileage. The Rio's ride makes passengers feel every bump, and the car feels choppy when driving over uneven roads. At least the Rio has predictable, competent handling. The interior is basic, the front seats are short on support, and the rear seat is tight. The easy-to-use controls are a high point. But buyers must choose the higher S trim to get active safety systems, and it's close to the price of much better, and larger, cars in the compact class. Recent changes included a new 1.6-liter four-cylinder engine, which is paired with a continuously variable transmission.

$16,750-$17,690
BASE PRICE RANGE

64 ROAD TEST

Opt. ADAS

● RELIABILITY

⇊ SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback; sedan

TRIM LINES: LX, S

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 1.6-liter 4 (120 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **173**
Width (in.) **68**
Height (in.) **57**
Wheelbase (in.) **102**
Weight (lb.) **2,575**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **14**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **33**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Kia Seltos ✓

63 OVERALL SCORE

The Kia Seltos slots below the Sportage and offers versatility at an affordable price. It has a roomy interior for its small footprint, easy access, clear visibility, and good fuel economy. The standard 2.0-liter four-cylinder engine, paired with a continuously variable transmission, provides unobtrusive acceleration. For 2024, the uplevel 1.6-liter turbocharged four-cylinder engine gained 20 hp and is paired with an eight-speed automatic. Front-wheel drive is standard, and all-wheel drive is optional. The stiff ride and loud cabin are two significant drawbacks. Handling is responsive and secure. Controls are easy to use, and the rear seat is roomy for the class. AEB with pedestrian detection and AEB highway are standard. BSW and RCTW are unavailable on the base trim but come standard on other trims.

$24,390-$29,990
BASE PRICE RANGE

73 ROAD TEST

↑ ADAS

● RELIABILITY

⇊ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: EX, LX, S, SX, X-Line

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 1.6-liter 4 turbo (195 hp); 2.0-liter 4 (146 hp)

TRANSMISSIONS: 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **173**
Width (in.) **71**
Height (in.) **64**
Wheelbase (in.) **104**
Weight (lb.) **3,120**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **28**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **28**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability		●	↑
Engine, Major		⇊	⇈
Engine, Minor		⇈	⇈
Engine, Cooling		●	⇈
Transmission, Major		⇈	⇈
Transmission, Minor		●	⇈
Drive System		⇈	⇈
Fuel System		⇈	↓
Electrical		⇈	⇈
Climate System		⇈	⇈
Suspension		⇈	⇈
Brakes		●	⇈
Exhaust		⇈	⇈
Paint/Trim		⇈	⇈
Noises/Leaks		⇈	⇈
Body Hardware		⇈	⇈
Power Equipment		⇈	⇈
In-Car Electronics		⇈	↑

Kia Sorento

45
OVERALL SCORE

The Sorento is a right-sized SUV that comes standard with three rows of seats in either six or seven passenger configurations. Upper trims get the six-passenger format with two individual seats in the second row. The base four-cylinder engine is neither quick nor quiet, but the 281-hp, turbo four-cylinder that comes on EX and higher trims gives strong acceleration and commendable fuel economy. But its dual-clutch automatic causes low-speed vibrations. Handling is secure, but the ride is moderately stiff. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard. We don't recommend the conventional Sorento because of its well-below-average reliability.

$30,090-$49,990
BASE PRICE RANGE

82 ROAD TEST	⇈ ADAS
⇊ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: EX, Hybrid EX, LX, S, SX, SX-Prestige, X-Line

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 1.6-liter 4 hybrid (227 hp); 1.6-liter 4 hybrid (261 hp); 2.5-liter 4 (191 hp); 2.5-liter 4 turbo (281 hp)

TRANSMISSIONS: 6-speed automatic; 8-speed automatic; 8-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **189**
Width (in.) **75**
Height (in.) **67**
Wheelbase (in.) **111**
Weight (lb.) **3,985**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **1,030**
Cargo Volume, cu.ft. **39.5**
Towing Capacity (lb.) **3,500**

FUEL
Regular
CR Overall mpg **25**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	!	⇊	*
Engine, Major	⇈	!	*
Engine, Minor	⇈	↑	*
Engine, Cooling	⇈	⇊	*
Transmission, Major	↑	⇊	*
Transmission, Minor	↑	⇊	*
Drive System	!	⇈	*
Fuel System	⇈	⇈	*
Electrical	⇈	↑	*
Climate System	!	↑	*
Suspension	!	↑	*
Brakes	⇈	!	*
Exhaust	⇈	⇈	*
Paint/Trim	↑	↑	*
Noises/Leaks	↓	⇈	*
Body Hardware	⇈	!	*
Power Equipment	↑	↑	*
In-Car Electronics	↑	!	*

Kia Sorento Hybrid ✓

75
OVERALL SCORE

The three-row Sorento hybrid is our pick of the model line because it is quieter and rides more comfortably than the conventional Sorento. Other than an initial delay off the line, it is pleasantly powerful and can drive on electric power alone at low speeds. Handling is secure, and the ride is smoothed out in the hybrid version. We measured an impressive 28 mpg overall with the hybrid. The plug-in hybrid has 32 miles of electric range if the driver uses a light right foot. Three rows of seating come standard in a six-passenger configuration. AEB with pedestrian detection, AEB highway, BSW, RCTW are standard. The Sorento hybrid's average reliability allows us to recommend it.

$36,690-$49,990
BASE PRICE RANGE

86 ROAD TEST	⇈ ADAS
! RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: EX, SX Prestige

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 1.6-liter 4 hybrid (227 hp); 1.6-liter 4 hybrid (261 hp)

TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **189**
Width (in.) **75**
Height (in.) **67**
Wheelbase (in.) **111**
Weight (lb.) **4,250**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,030**
Cargo Volume, cu.ft. **38.5**
Towing Capacity (lb.) **2,000**

FUEL
Regular
CR Overall mpg **28**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability		*	*
Engine, Major		*	*
Engine, Minor		*	*
Engine, Cooling		*	*
Transmission, Major		*	*
Transmission, Minor		*	*
Drive System		*	*
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*

Kia Soul ✓

68
OVERALL SCORE

The Soul blends personality and versatility with its familiar boxy shape and cheerful character. A continuously variable transmission contributes to good fuel economy, but the engine gets loud when pushed hard, such as when merging onto the highway or taking a steep hill. Handling is nimble, but the ride is notably stiff. Easy access and good outward visibility continue to be strengths. The top EX trim comes with a power driver's seat with a wider range of adjustments. Controls are easy to use, including the optional 10.25-inch center touchscreen. AEB with pedestrian detection and AEB highway are standard. BSW and RCTW are standard on S and higher trims but optional on the base LX.

$19,890-$24,190
BASE PRICE RANGE

77
ROAD TEST

🔼
ADAS

!
RELIABILITY

!
SATISFACTION

OVERVIEW

BODY STYLES: wagon
TRIM LINES: EX, GT-Line, LX, S
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 (147 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **165**
Width (in.) **71**
Height (in.) **63**
Wheelbase (in.) **102**
Weight (lb.) **2,995**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **24**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **28**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	🔽	🔼	⏫
Engine, Major	🔽	⏫	⏫
Engine, Minor	⏬	⏫	⏫
Engine, Cooling	⏫	⏫	⏫
Transmission, Major	⏬	⏬	⏫
Transmission, Minor	🔽	⏫	⏫
Drive System	!	⏫	⏫
Fuel System	⏫	⏫	⏫
Electrical	🔽	⏫	⏫
Climate System	⏫	⏫	⏫
Suspension	⏫	⏫	⏫
Brakes	🔽	⏫	⏫
Exhaust	⏫	⏫	⏫
Paint/Trim	⏫	⏫	⏫
Noises/Leaks	⏬	⏫	⏫
Body Hardware	🔼	⏫	⏫
Power Equipment	🔼	⏫	⏫
In-Car Electronics	🔽	⏫	!

Kia Sportage ✓

74-80
OVERALL SCORE

The redesigned 2023 Sportage is one of the roomiest compact SUVs. The base engine, a lack luster four-cylinder mated to an eight-speed automatic, returned 25 mpg overall in our tests. The hybrid version is the one to go for because it is quicker, quieter, and gets 36 mpg overall. This compact SUV has responsive handling and a firm yet absorbent ride. Most controls are easy to use, although the annoying split-use climate/audio touchscreen panel requires toggling back and forth between the systems. The front seats are comfortable, and the rear seat offers generous headroom and legroom. AEB with pedestrian and cyclist detection and AEB highway are standard. BSW and RCTW aren't available on the base LX but come standard on higher trims.

$26,290-$43,190
BASE PRICE RANGE

77-85
ROAD TEST

🔼
ADAS

!
RELIABILITY

🔽-!
SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: EX, Hybrid EX, LX, SX, SX Prestige, X-Line, X-Line Prestige, X-Pro, X-Pro Prestige
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 1.6-liter 4 hybrid (227 hp); 1.6-liter 4 hybrid (261 hp); 2.5-liter 4 (187 hp)
TRANSMISSIONS: 6-speed automatic; 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **184**
Width (in.) **73**
Height (in.) **65**
Wheelbase (in.) **109**
Weight (lb.) **3,610**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **925**
Cargo Volume, cu.ft. **38**
Towing Capacity (lb.) **2,500**

FUEL
Regular
CR Overall mpg **25-36**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	🔼	🔼	⏫
Engine, Major	⏫	⏫	⏫
Engine, Minor	⏫	⏫	⏫
Engine, Cooling	⏫	⏫	⏫
Transmission, Major	⏫	⏫	⏫
Transmission, Minor	⏫	⏫	⏫
Drive System	⏫	🔽	⏫
Fuel System	⏫	⏫	⏫
Electrical	⏫	⏫	⏫
Climate System	⏫	⏫	!
Suspension	⏫	⏫	⏫
Brakes	!	⏫	⏫
Exhaust	⏫	⏫	⏫
Paint/Trim	⏫	⏫	⏫
Noises/Leaks	⏫	⏫	⏫
Body Hardware	⏫	⏫	⏫
Power Equipment	🔼	⏫	⏫
In-Car Electronics	⏫	⏫	⏫

Kia Telluride ✓

87 OVERALL SCORE

The Telluride three-row midsized SUV offers seating for up to eight people and is one of the best in the category. Competing against the Chevrolet Traverse, Honda Pilot, and Toyota Highlander, it shares its platform and many components with the Hyundai Palisade, including its slick 291-hp, 3.8-liter V6 and smooth-shifting eight-speed automatic. It rides comfortably, and the cabin is quiet. The interior is roomy and comes with several well-thought-out details, such as second-row seats that can slide or fold with a single touch of a button. Front-wheel drive is standard, and all-wheel drive is available. Towing capacity is 5,000 pounds. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$35,890-$52,985
BASE PRICE RANGE

92 ROAD TEST	⇈ ADAS
! RELIABILITY	⇈ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: EX, LX, S, SX, X-Line, X-Pro

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.8-liter V6 (291 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **197**
Width (in.) **78**
Height (in.) **69**
Wheelbase (in.) **114**
Weight (lb.) **4,300**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,325**
Cargo Volume, cu.ft. **47.5**
Towing Capacity (lb.) **5,000**

FUEL
Regular
CR Overall mpg **21**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	↑	!
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	!
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	↑	⇈
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	↑
Climate System	!	⇈	⇈
Suspension	!	↑	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	↑
Noises/Leaks	↓	⇈	!
Body Hardware	↑	⇈	⇈
Power Equipment	!	⇈	⇈
In-Car Electronics	↑	⇈	!

Land Rover Defender

44 OVERALL SCORE

The latest version of Land Rover's classic, go-anywhere SUV is civilized and pretty quick. But frustrating controls and unimpressive fuel economy count against it. The Defender comes with a choice of a turbo four- or six-cylinder engine or a supercharged V8. Body styles include two- and four-door, and five- and seven-passenger seating configurations are available. The various off-road-ready features include selectable modes to help traverse a variety of terrains. We found acceleration plentiful with the optional mild-hybrid turbo six-cylinder, but it managed just 18 mpg overall. The ride is steady but firm, and handling is a bit ponderous. The seats are very comfortable, but the infotainment system is slow and distracting to use. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$53,500-$118,400
BASE PRICE RANGE

57 ROAD TEST	⇈ ADAS
↓ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 2-door SUV; 4-door SUV; extended SUV

TRIM LINES: S, SE, Standard, V8, X, X-Dynamic SE, XS

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 2.0-liter 4 turbo (296 hp); 3.0-liter 6 turbo (395 hp); 5.0-liter V8 supercharged (518 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **198**
Width (in.) **79**
Height (in.) **77**
Wheelbase (in.) **119**
Weight (lb.) **5,435**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **1,985**
Cargo Volume, cu.ft. **43**
Towing Capacity (lb.) **7,700**

FUEL
Premium
CR Overall mpg **18**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Land Rover Discovery

46 OVERALL SCORE

The Discovery three-row SUV blends on-road refinement with off-road and towing prowess. Its optional six-cylinder turbo engine produces plenty of power, and the eight-speed automatic shifts smoothly. A 2.0-liter turbo four-cylinder is standard. Though the optional air suspension makes the ride steady, the Discovery lumbers in corners. Controls can be confusing, but the front seats are very comfortable and the quiet cabin is nicely furnished. The second row can fit three adults, but the low bottom cushion hurts comfort, and accessing the tight third-row seat is an awkward process. A recent mild freshening brought an updated infotainment system, more standard equipment, and an improved second-row seat. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$58,400-$77,800
BASE PRICE RANGE

65 ROAD TEST

▲ ADAS

▼ RELIABILITY

▼ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Metropolitan Edition, R-Dynamic S, S

DRIVE WHEELS: 4WD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 2.0-liter 4 turbo (296 hp); 3.0-liter 6 turbo (355 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **196**
Width (in.) **82**
Height (in.) **74**
Wheelbase (in.) **115**
Weight (lb.) **5,405**
% Weight Front/Rear **48/52**

CARGO MEASUREMENT
Max. Load (lb.) **1,200**
Cargo Volume, cu.ft. **42.5**
Towing Capacity (lb.) **8,200**

FUEL
Premium
CR Overall mpg **17**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Land Rover Discovery Sport

44 OVERALL SCORE

Land Rover's luxury compact SUV struggles against both its peers and even mainstream small SUVs. Power delivery from the turbo four-cylinder is spiky, with either too little or too much acceleration, and the transmission is neither smooth nor responsive. We found the Discovery Sport capable off-road, commendably ascending our rock hill even without low-range gearing. But the on-road ride is stiff, and handling is far from nimble. A freshening spiffed up the previously austere cabin. The infotainment system looks glossy and high-tech, but it's unintuitive and slow to respond. To the SUV's credit, its rear seat is roomy. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$44,600-$50,000
BASE PRICE RANGE

57 ROAD TEST

▲ ADAS

▼ RELIABILITY

▼ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: R-Dynamic SE, SE

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 2.0-liter 4 turbo (246 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **181**
Width (in.) **82**
Height (in.) **68**
Wheelbase (in.) **108**
Weight (lb.) **4,325**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **935**
Cargo Volume, cu.ft. **33**
Towing Capacity (lb.) **4,410**

FUEL
Premium
CR Overall mpg **21**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Land Rover Range Rover

NA
OVERALL SCORE

The redesigned Range Rover continues its legacy of pushing boundaries, with new tech and an elegant design. The standard engine is a mild-hybrid turbo inline-six that is smooth and powerful. The ride is steady and controlled, thanks in part to the air suspension, which also lowers the vehicle automatically for easy entry and exit. Handling is responsive but not agile. Controls are too complicated and distracting. The Range Rover is offered in four-, five-, and seven-seat configurations in the long wheelbase version. A twin-turbo V8 and a plug-in hybrid (with a 51-mile electric-only range) are also available. An EV will debut in 2024. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$106,500-$226,500
BASE PRICE RANGE

NA ROAD TEST	▲▲ ADAS
▼ RELIABILITY	▲ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV; extended SUV

TRIM LINES: Autobiography, First Edition, SE, SV

DRIVE WHEELS: 4WD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 3.0-liter 6 turbo (395 hp); 3.0-liter 4 hybrid (434 hp); 4.4-liter V8 turbo (523 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **199**
Width (in.) **81**
Height (in.) **74**
Wheelbase (in.) **118**
Weight (lb.) **5,630**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **960**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **8,200**

FUEL
Premium
EPA Combined mpg **21**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Land Rover Range Rover Evoque

43
OVERALL SCORE

The Evoque is more about style than function, and ends up being frustrating on several levels. For example, the turbo four-cylinder has a pronounced initial delay when accelerating from a rolling stop, with power then coming on abruptly. The ride is too stiff, fuel economy is among the worst in its class, and outward visibility is hampered by thick roof pillars and chopped side windows. The dual-screen infotainment system is convoluted and slow to respond to commands. On the plus side, handling is nimble, the front seats are comfortable, and fit and finish is impressive. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$46,400-$57,000
BASE PRICE RANGE

56 ROAD TEST	▲▲ ADAS
▼ RELIABILITY	▼ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: R-Dynamic SE, SE

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (246 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **172**
Width (in.) **79**
Height (in.) **65**
Wheelbase (in.) **106**
Weight (lb.) **4,235**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **825**
Cargo Volume, cu.ft. **25**
Towing Capacity (lb.) **3,700**

FUEL
Premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Land Rover Range Rover Sport

58
OVERALL SCORE

Unlike the previous generation which tried too hard to be sporty, this redesigned Range Rover Sport narrows the gap compared to the Range Rover in terms of luxury and refinement. It is quick with its standard turbo and supercharged six-cylinder engine. Handling is capable, and the ride is comfortable and composed even with the optional 22-inch tires. The cabin is impressively quiet and the seats are very comfortable, but the controls are not intuitive. Additional powertrains include a plug-in hybrid with a claimed 48-mile electric-only range and a twin-turbo V8. All use a smooth-shifting eight-speed automatic. An EV version joins the lineup for 2024. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$83,000-$121,500
BASE PRICE RANGE

81 ROAD TEST	▲▲ ADAS
▼ RELIABILITY	▲ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Autobiography, First Edition, SE, SE Dynamic

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 3.0-liter 6 turbo (355 hp); 3.0-liter 6 turbo (395 hp); 3.0-liter 6 hybrid (434 hp); 4.4-liter V8 turbo (523 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **195**
Width (in.) **81**
Height (in.) **72**
Wheelbase (in.) **118**
Weight (lb.) **5,430**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **825**
Cargo Volume, cu.ft. **38**
Towing Capacity (lb.) **7,715**

FUEL
Premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Land Rover Range Rover Velar

50
OVERALL SCORE

The Velar shares its fundamentals with the Jaguar F-Pace, putting a greater emphasis on sport than on Land Rover's traditional off-road prowess. With the recent freshening, available powertrains include two mild-hybrid 3.0-liter turbocharged six-cylinders and a 2.0-liter turbocharged four-cylinder. Even the four-cylinder delivers plenty of oomph. Handling is taut and agile, but the ride is firm. Dominating the dash in the quiet cabin is Land Rover's latest infotainment system, with two touchscreens. But the bottom one, which houses the climate controls, is mounted too low to easily use while driving. Plus, the system requires too many extra steps to accomplish even simple tasks. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$60,300-$79,200
BASE PRICE RANGE

74 ROAD TEST	▲▲ ADAS
▼ RELIABILITY	▼ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: HST, R-Dynamic HSE, R-Dynamic S, S

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (247 hp); 3.0-liter 6 turbo (335 hp); 3.0-liter 6 turbo (395 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **189**
Width (in.) **80**
Height (in.) **66**
Wheelbase (in.) **113**
Weight (lb.) **4,350**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **825**
Cargo Volume, cu.ft. **29**
Towing Capacity (lb.) **5,500**

FUEL
Premium
CR Overall mpg **21**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Lexus ES ✓

81-86 OVERALL SCORE

This comfortable and refined sedan has a quiet, plush, and well-made interior. The optional V6 is mated to an eight-speed automatic, and the combination has prompt throttle response and a linear power delivery. We attained 25 mpg overall. The ES hybrid's powertrain is the same as the now-discontinued Toyota Avalon, which got 42 mpg in our tests. The base four-cylinder ES250 comes standard with AWD. The ES absorbs bumps very well, and the body stays composed. Handling is sound and secure but not sporty. The cabin is quiet and luxurious, and the front seats are very comfortable. A recent freshening brought an easier-to-use infotainment touchscreen. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$41,440-$51,430
BASE PRICE RANGE

83-91 ROAD TEST	⇈ ADAS
↑ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: 250, 250 F Sport, 250 Luxury, 250 Ultra Luxury, 300h, 300h F Sport, 300h Luxury, 300h Ultra Luxury, 350, 350 F Sport, 350 Luxury, 350 Ultra Luxury

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 (203 hp); 2.5-liter 4 hybrid (215 hp); 3.5-liter V6 (302 hp)

TRANSMISSIONS: 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **196**
Width (in.) **73**
Height (in.) **57**
Wheelbase (in.) **113**
Weight (lb.) **3,770**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **905**
Cargo Volume, cu.ft. **17**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **25-42**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	!	↑
Engine, Major	⇈	⇈	⇈
Engine, Minor	↓	↑	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	↑	⇈
Transmission, Minor	⇈	↑	⇈
Drive System	⇈	⇈	⇈
Fuel System	⇈	⇈	⇈
Electrical	⇊	↑	⇈
Climate System	↑	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	↑	↑	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	!	⇈
Noises/Leaks	⇊	⇈	⇈
Body Hardware	⇈	↑	↓
Power Equipment	⇈	↑	⇈
In-Car Electronics	↑	↑	⇈

Lexus GX ✓

75 OVERALL SCORE

Although the GX460 is long in the tooth, it's quiet and quick, yet it's also highly capable off-road and has a stout 6,500-pound tow rating. The 4.6-liter V8 engine and six-speed automatic make for a slick powertrain but got an abysmal 17 mpg overall. Handling is lumbering but ultimately secure. The ride is very comfortable, especially at low speeds, although the body tends to jostle back and forth when driving over uneven pavement. Inside, the cabin is plush and well finished. Drivers of almost any height should find a good seating position, with plenty of space all around and a commanding view out. The small third-row seat folds when it's not in use, but the side-swinging tailgate can be inconvenient at times. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$56,425-$67,080
BASE PRICE RANGE

66 ROAD TEST	⇈ ADAS
⇈ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: 460, 460 Luxury, 460 Premium

DRIVE WHEELS: 4WD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 4.6-liter V8 (301 hp)

TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **192**
Width (in.) **74**
Height (in.) **74**
Wheelbase (in.) **110**
Weight (lb.) **5,170**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **1,155**
Cargo Volume, cu.ft. **36.5**
Towing Capacity (lb.) **6,500**

FUEL
Premium
CR Overall mpg **17**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	⇈	⇈	⇈
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	!	⇈
Noises/Leaks	⇈	⇈	⇈
Body Hardware	⇈	!	⇈
Power Equipment	⇈	⇈	⇈
In-Car Electronics	↑	⇈	!

Lexus IS ✔

70 OVERALL SCORE

A recent update to the IS luxury sports sedan brought only modest improvements, and still trails the competition in terms of the driving experience, interior room, and fuel economy. Rear-wheel-drive versions come with a 241-hp turbo four-cylinder, while all-wheel-drive models have a polished but thirsty 260-hp V6. Handling is fairly nimble but not all that sporty, and the ride is jittery. The well-finished cabin remains very snug front and rear, and AWD versions still suffer from a center tunnel protrusion into the driver's legroom. The infotainment system relies on a distracting touchpad but is slightly improved by a touch-enabled screen. The IS 500 F Sport comes with a 472-hp, 5.0-liter V8. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$39,835-$62,020
BASE PRICE RANGE

67 ROAD TEST

ADAS

RELIABILITY

SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: 300, 350 F Sport, 500 F Sport, 500 F Sport Premium

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (241 hp); 3.5-liter V6 (260 hp); 3.5-liter V6 (311 hp); 5.0-liter V8 (472 hp)

TRANSMISSIONS: 6-speed automatic; 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **185**
Width (in.) **72**
Height (in.) **56**
Wheelbase (in.) **110**
Weight (lb.) **3,900**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT
Max. Load (lb.) **825**
Cargo Volume, cu.ft. **14**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **22**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Lexus LS

66 OVERALL SCORE

The current LS is far from stress-free motoring, with its complicated controls, stiff ride, and compromised seating. Available with rear- or all-wheel drive, the standard 416-hp, 3.4-liter V6 turbo engine is coupled to a 10-speed automatic. But hesitation at low speeds keeps the car from feeling powerful, despite its 6-second 0 to 60 mph acceleration. It's too bulky to feel nimble through corners and bumps punch through more often than they should, even with the optional air suspension. The cabin is nicely trimmed and luxurious, but the controls are extremely convoluted and frustrating, and it can take several steps to perform simple tasks. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$76,885-$112,785
BASE PRICE RANGE

68 ROAD TEST

ADAS

RELIABILITY

SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: 500, 500h, F Sport

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 3.4-liter V6 turbo (416 hp); 3.5-liter V6 hybrid (354 hp)

TRANSMISSIONS: 10-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **206**
Width (in.) **75**
Height (in.) **58**
Wheelbase (in.) **123**
Weight (lb.) **5,170**
% Weight Front/Rear **54/46**

CARGO MEASUREMENT
Max. Load (lb.) **870**
Cargo Volume, cu.ft. **17**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Lexus LX

NA
OVERALL SCORE

Recently redesigned, the Lexus LX 600 takes the next-generation Toyota Land Cruiser (that's not sold in the U.S.) and wraps it in a luxury package, with a smooth, powerful turbocharged V6 engine, super quiet and lavishly furnished cabin, soft-closing doors, and off-road capability. It's powered by a 409-hp, turbocharged 3.4-liter turbo V6 engine and a slick 10-speed transmission. It remains a traditional body-on-frame design with a solid rear axle, to the detriment of third-row space. The height-adjustable suspension can lower the vehicle for easier access or raise it for off-road obstacles. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$87,815-$127,905
BASE PRICE RANGE

NA ROAD TEST	⇈ ADAS
! RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: F Sport, Luxury, Premium, Standard, Ultra Luxury

DRIVE WHEELS: 4WD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 3.4-liter V6 turbo (409 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **201**
Width (in.) **78**
Height (in.) **74**
Wheelbase (in.) **112**
Weight (lb.) **5,925**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **8,000**

FUEL
Premium
EPA Combined mpg **19**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Lexus NX ✓

77
87
OVERALL SCORE

We think the best NX version is the hybrid which gets 38 mpg overall. The NX's handling is responsive though short of sporty, while the ride is firm but mostly comfortable. The snazzy cabin is impeccably furnished but narrow, and outward visibility is hampered by thick roof pillars and small windows, particularly toward the rear. A new touchscreen infotainment system replaces the previous NX's fussy touchpad setup. The electronic interior door releases, unintuitive gear selector, and low center dash vents are niggling faults for what is otherwise a pleasant vehicle. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$38,605-$57,805
BASE PRICE RANGE

78-84 ROAD TEST	⇈ ADAS
↑-⇈ RELIABILITY	!-⇈ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: 250, 350, 350h, 450h+, F Sport

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.4-liter 4 turbo (275 hp); 2.5-liter 4 (203 hp); 2.5-liter 4 hybrid (240 hp); 2.5-liter 4 hybrid (304 hp)

TRANSMISSIONS: 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **184**
Width (in.) **73**
Height (in.) **66**
Wheelbase (in.) **106**
Weight (lb.) **3,905**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **890**
Cargo Volume, cu.ft. **26.5**
Towing Capacity (lb.) **2,000**

FUEL
Premium
CR Overall mpg **25-38**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	⇈	⇈	↑
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	⇈	⇈	↓
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	⇈	↑	⇈
Body Hardware	⇈	⇈	⇈
Power Equipment	↑	⇈	⇈
In-Car Electronics	!	⇈	⇊

Lexus RX ✓

81-86
OVERALL SCORE

The redesigned 2023 RX is powered by a 2.4-liter turbocharged four-cylinder engine, which replaced the smooth V6 used in past generations. It's powerful and gets good fuel economy at 24 mpg, but lacks the old V6's silky smoothness. The RX350h is the hybrid version, which is much more sparing with fuel. The ride is comfortable whether with the standard 19-inch tires or optional 21-inch ones. Handling is sound and secure but not sporty. Fit and finish is impeccable and rear seat room is generous. Rear and side visibility are limited and the electronic door latches take some getting used to. The infotainment system's touch screen is not the most intuitive and neither is the gear selector. High end versions with a head-up display have unlabeled steering wheel buttons. AEB with pedestrian detection, AEB highway, BSW, and RCTW come standard.

$47,400-$61,600
BASE PRICE RANGE

79-86 ROAD TEST	⏫ ADAS
🔼 RELIABILITY	🔼 SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: 350, 350h, 350 Premium, 350 Premium+, 500h, F Sport

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.4-liter 4 turbo (275 hp); 2.4-liter 4 hybrid (366 hp); 2.5-liter 4 hybrid (246 hp)

TRANSMISSIONS: 6-speed automatic; 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **193**
Width (in.) **76**
Height (in.) **67**
Wheelbase (in.) **112**
Weight (lb.) **4,280**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **1,110**
Cargo Volume, cu.ft. **31**
Towing Capacity (lb.) **3,500**

FUEL
Premium
CR Overall mpg **24-34**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	🔼	⏫	🔼
Engine, Major	⏫	⏫	⏫
Engine, Minor	⏫	⏫	⏫
Engine, Cooling	⏫	⏫	⏫
Transmission, Major	⏫	⏫	⏫
Transmission, Minor	⏫	⏫	⏫
Drive System	⏫	⏫	⏫
Fuel System	🔼	⏫	⏫
Electrical	⏫	⏫	⏫
Climate System	🔼	⏫	🔼
Suspension	⏫	⏫	⏫
Brakes	⏫	⏫	⏫
Exhaust	⏫	⏫	⏫
Paint/Trim	🔼	⏫	⏫
Noises/Leaks	🟡	⏫	⏫
Body Hardware	🔼	⏫	⏫
Power Equipment	⏫	⏫	⏫
In-Car Electronics	🔼	🟡	🔼

Lexus RZ

NA
OVERALL SCORE

The RZ 450e is the first Lexus battery-electric vehicle. It shares its platform and components with the Toyota bZ4X, but has more horsepower and typical Lexus interior touches. Sized almost like the Lexus RX, it comes only with all-wheel drive. The 71.4 kWh battery can deliver up to 220 miles, if equipped with the standard 18-inch tires, and 196 miles with the optional 20-inch tires. Either way, that's notably shorter than many rivals--even less expensive ones. A 6.6 kW on-board charger is also skimpy and results in home charging that's on the slower side. At least a 150 kW maximum acceptance rate at public DC-fast charging places is competitive. Ride and handling are pleasant, and the cabin is roomy, but the lack of a glovebox is a glaring omission. The Lexus Safety System+ 3.0 suite is standard, packing the latest active safety features including driver attention monitoring.

$58,500-$64,000
BASE PRICE RANGE

NA ROAD TEST	⏫ ADAS
NA RELIABILITY	NA SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Luxury, Premium

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (313 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **189**
Width (in.) **74**
Height (in.) **64**
Wheelbase (in.) **112**
Weight (lb.) **4,610**
% Weight Front/Rear **54/46**

CARGO MEASUREMENT
Max. Load (lb.) **950**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **NR**

FUEL
Electric
EPA Combined mpge **107**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

Lexus UX ✓

75 OVERALL SCORE

Lexus' entry-level luxury SUV is the brand's smallest model. The SUV is exclusively hybrid and comes in front- and all-wheel-drive versions. We got an excellent 37 mpg overall in our tests, but the engine sounds very whiny when it revs. The UX has a comfortable ride, but it isn't as plush as the bigger, more expensive Lexus SUVs. Handling is responsive, and the compact size makes the UX very maneuverable, but it isn't sporty to drive. Visibility is limited in all directions, and the interior is tight, particularly the rear seat. The cabin isn't as fancy as it is in other Lexus models. Updates also include a new touchscreen infotainment system. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$35,340-$44,170
BASE PRICE RANGE

75 ROAD TEST	⇈ ADAS
↑ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: 250h, 250h F Sport, Premium

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 hybrid (181 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **177**
Width (in.) **72**
Height (in.) **60**
Wheelbase (in.) **104**
Weight (lb.) **3,570**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **890**
Cargo Volume, cu.ft. **18**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **37**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	!	↑	*
Engine, Major	⇈	⇈	*
Engine, Minor	⇊	↓	*
Engine, Cooling	!	⇈	*
Transmission, Major	⇈	⇈	*
Transmission, Minor	⇈	⇈	*
Drive System	⇈	⇈	*
Fuel System	⇈	⇈	*
Electrical	⇊	↓	*
Climate System	⇈	⇈	*
Suspension	⇈	⇈	*
Brakes	!	⇈	*
Exhaust	⇈	⇈	*
Paint/Trim	⇈	⇈	*
Noises/Leaks	⇈	⇈	*
Body Hardware	⇈	⇈	*
Power Equipment	⇈	⇈	*
In-Car Electronics	!	⇈	*

Lincoln Aviator

46 OVERALL SCORE

The Aviator is a three-row luxury SUV that shares a platform with the Ford Explorer. It's powered by a 3.0-liter V6 turbo engine that provides effortless thrust. A plug-in hybrid is also available, but it prioritizes power over outright fuel economy. Handling is remarkably agile for such a large vehicle, the ride is comfortable, and the cabin stays hushed. The interior is lavishly furnished with chrome, wood, and leather, and the seats are plush and supportive. However, some controls are unintuitive, such as the push-button gear selector and electronic door latches. The large infotainment screen responds quickly and is easy to use. The second-row seat is roomy, but the third row is tight. Lincoln's standard Co-Pilot360 safety suite includes AEB with pedestrian detection, AEB highway, BSW, and RCTW.

$51,370-$90,280
BASE PRICE RANGE

78 ROAD TEST	⇈ ADAS
⇊ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Black Label, Black Label Grand Touring, Grand Touring, Reserve, Standard

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 3.0-liter V6 turbo (400 hp); 3.0-liter V6 hybrid (494 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **199**
Width (in.) **80**
Height (in.) **70**
Wheelbase (in.) **119**
Weight (lb.) **5,065**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **1,415**
Cargo Volume, cu.ft. **49**
Towing Capacity (lb.) **6,700**

FUEL
Premium
CR Overall mpg **19**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	⇊	⇊	*
Engine, Major	⇈	⇈	*
Engine, Minor	⇈	!	*
Engine, Cooling	⇈	⇈	*
Transmission, Major	↓	⇈	*
Transmission, Minor	!	⇈	*
Drive System	↓	⇊	*
Fuel System	⇈	⇈	*
Electrical	↓	!	*
Climate System	⇊	⇈	*
Suspension	⇊	⇊	*
Brakes	!	⇈	*
Exhaust	↓	⇈	*
Paint/Trim	⇊	⇊	*
Noises/Leaks	⇊	⇊	*
Body Hardware	⇊	⇈	*
Power Equipment	⇊	⇈	*
In-Car Electronics	⇊	⇊	*

Lincoln Corsair ✓

84 OVERALL SCORE

This upscale version of the Ford Escape comes standard with a 2.0-liter turbo that provides plenty of motivation, making the optional 2.3-liter turbo unnecessary. A plug-in hybrid with roughly 25 miles of electric range is also available. The Corsair has responsive handling, rides very comfortably, and is quiet inside. The front seats aren't ideal because the bottom cushion loses support on longer drives. The rear seat is adjustable fore and aft, and the seatback reclines. Fit and finish is impressive, and, adding flair, the center stack appears to be floating in the air. The infotainment screen is easy to use, but the push-button gear selector is unintuitive. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard. Lincoln's active driving assistance system, BlueCruise, is available.

$38,690-$53,885
BASE PRICE RANGE

80 ROAD TEST	⇈ ADAS
⇈ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Grand Touring, Reserve, Standard

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (250 hp); 2.5-liter 4 hybrid (266 hp)

TRANSMISSIONS: 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **181**
Width (in.) **76**
Height (in.) **64**
Wheelbase (in.) **107**
Weight (lb.) **3,910**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **27.5**
Towing Capacity (lb.) **3,000**

FUEL
Premium
CR Overall mpg **23**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	⇈	↑	⇈
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	↑	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇊	⇈
Noises/Leaks	⇊	⇊	⇈
Body Hardware	⇈	⇊	⇈
Power Equipment	⇈	⇈	⇈
In-Car Electronics	⇊	↑	↑

Lincoln Nautilus ✓

79 OVERALL SCORE

The Nautilus gets an extensive update for 2024, with a new platform and interior. When we tested this midsized luxury SUV it had a comfortable ride, a quiet cabin, and agile handling. It's available with either a 2.0-liter four-cylinder turbo or a powerful 2.7-liter turbo V6, the latter delivering effortless acceleration. The new eight-speed automatic should slightly improve the unimpressive 18 mpg overall we measured in the MKX (the old name for the SUV) we tested. The swanky cabin has been updated with a larger 13.2-inch screen and the latest Sync 4 infotainment system. The biggest knock against the Nautilus is its unintuitive push-button gear selector, which is a far reach away and difficult to operate without looking at it. Standard active safety features include AEB with pedestrian detection, AEB highway, BSW, and RCTW.

$44,825-$67,245
BASE PRICE RANGE

78 ROAD TEST	⇈ ADAS
↑ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Black Label, Reserve, Standard

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (250 hp); 2.7-liter V6 turbo (335 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **190**
Width (in.) **76**
Height (in.) **66**
Wheelbase (in.) **112**
Weight (lb.) **4,560**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **900**
Cargo Volume, cu.ft. **32.5**
Towing Capacity (lb.) **3,500**

FUEL
Premium
CR Overall mpg **18**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	⇈	*
Engine, Major	⇈	⇈	*
Engine, Minor	⇈	⇈	*
Engine, Cooling	⇈	⇈	*
Transmission, Major	!	⇈	*
Transmission, Minor	⇈	⇈	*
Drive System	!	⇈	*
Fuel System	⇈	⇈	*
Electrical	⇈	⇈	*
Climate System	⇈	⇈	*
Suspension	⇈	⇈	*
Brakes	⇈	⇈	*
Exhaust	↑	⇈	*
Paint/Trim	⇈	↓	*
Noises/Leaks	↑	⇈	*
Body Hardware	⇈	⇈	*
Power Equipment	↑	⇈	*
In-Car Electronics	↓	⇈	*

Lincoln Navigator

57 OVERALL SCORE

This luxurious version of the Ford Expedition is quiet and full of high-tech features, including the latest Sync 4 infotainment system. At low speeds the SUV feels like it rocks back and forth, but the ride improves and is more comfortable on the highway. Handling is cumbersome, even for a large SUV. The twin-turbo V6 and 10-speed automatic deliver quick and effortless acceleration, and towing capacity is a stout 8,300 pounds. The front cabin is roomy, but the standard seats are uncomfortable, and the push-button gear selector is fussy to use. Seven- and eight-seat configurations are available, and the third row is hospitable. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard. Lincoln's BlueCruise active driving assistance system is standard.

$79,725-$112,300
BASE PRICE RANGE

58 ROAD TEST	⇈ ADAS
! RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV; extended SUV

TRIM LINES: Black Label, L, Reserve, Standard

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.5-liter V6 turbo (440 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **210**
Width (in.) **80**
Height (in.) **76**
Wheelbase (in.) **123**
Weight (lb.) **6,100**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **1,565**
Cargo Volume, cu.ft. **56**
Towing Capacity (lb.) **8,300**

FUEL
Premium
CR Overall mpg **16**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Lucid Air

66 OVERALL SCORE

This luxurious and exclusive EV large sedan from a California startup is very advanced in terms of range and charging speed. Its dual motors give the all-wheel drive. The Touring version has 620 hp and an EPA rated range of 380 miles. Top versions are capable of a maximum acceptance rate of 300 kW in public DC fast-charging places. The Air is super quick, yet power is delivered in a measured way. Handling is nimble, and the ride is firm and composed, barring low speed stiffness. Pronounced electric whine is present at low speeds and the high level of wind noise on the highway is unbefitting the price. The cabin is decked in leather, suede, and wool. Rear seat room is generous. Many controls are buried in a low touchscreen, causing distraction. The suite of active safety features is augmented by lidar, an advanced laser-based radar system.

$87,400-$249,000
BASE PRICE RANGE

94 ROAD TEST	⇈ ADAS
↓ RELIABILITY	⇈ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Grand Touring, Pure, Sapphire, Touring

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (480 hp); Electric (620 hp); Electric (819 hp); Electric (1200 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **196**
Width (in.) **76**
Height (in.) **56**
Wheelbase (in.) **117**
Weight (lb.) **5,215**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **882**
Cargo Volume, cu.ft. **16**
Towing Capacity (lb.) **NR**

FUEL
Electric
CR Overall mpg **121**

RELIABILITY HISTORY

	'20	'21	**'22**
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, Major			*
Transmission, Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

Maserati Ghibli

49 OVERALL SCORE

Although it's loosely based on the Chrysler 300's platform, the Ghibli has its own distinct, sporty character. The Ferrari-developed turbo V6 engine is mated to a quick-shifting eight-speed automatic. A V8 comes on the Trofeo version. Handling is agile, the brakes are strong, and the engine emits a thrilling bark. But the stiff ride can grow fatiguing, and the rear seat is cramped. Climbing into or out of this low-slung sports sedan can be a challenge. The interior is outfitted with high-quality leather and suede, and most controls are easy to use, except for the unintuitive gear selector. Chrysler's Uconnect touchscreen is a plus, but it's hard not to notice some cheap-looking switches that are sourced from the Chrysler parts bins. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$82,300-$118,500
BASE PRICE RANGE

66 ROAD TEST

⇈ ADAS

↓ RELIABILITY

↓ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: GT, Modena, Modena Q4, Trofeo

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 3.0-liter V6 turbo (345 hp); 3.0-liter V6 turbo (424 hp); 3.8-liter V8 turbo (580 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **196**
Width (in.) **77**
Height (in.) **58**
Wheelbase (in.) **118**
Weight (lb.) **4,625**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **925**
Cargo Volume, cu.ft. **18**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **19**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Maserati Grecale

59 OVERALL SCORE

The Grecale SUV is positioned between its Stellantis cousin, the Alfa Romeo Stelvio, and the Maserati Levante. Based on the Stelvio, the Grecale competes with the Porsche Macan and Jaguar F-Pace with a combination of elegance, athleticism and performance. Even with the base engine, the Grecale feels quick and the sonorous exhaust sound adds to its character. The taut suspension makes this SUV agile and stable in corners. The ride has an underlying firmness but it's steady and composed. The cabin is luxurious with suede, matte wood and chrome touches, and the trademark clock is prominent. The infotainment is a version of Chrysler Uconnect and is straight forward but the gear selector is very unintuitive. AEB with pedestrian detection and AEB highway are standard, but BSW and RCTW are optional.

$63,500-$102,500
BASE PRICE RANGE

83 ROAD TEST

↑ ADAS

↓ RELIABILITY

↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: GT, Modena, Trofeo

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (296 hp); 2.0-liter 4 turbo (325 hp); 3.0-liter V6 turbo (523 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **191**
Width (in.) **77**
Height (in.) **66**
Wheelbase (in.) **114**
Weight (lb.) **4,415**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **1,100**
Cargo Volume, cu.ft. **29**
Towing Capacity (lb.) **5,515**

FUEL
Premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

Maserati Levante

NA
OVERALL SCORE

Derived from the Ghibli and Quattroporte sedans, most versions of the Levante SUV come with a 345-hp or 424-hp turbo V6. Each is mated to a quick and smooth-shifting eight-speed automatic. The Trofeo version uses a turbocharged V8. The Levante delivers a thrilling sound from the Ferrari-developed engine, with nimble, athletic handling and, courtesy of the standard air suspension, a steady ride. Interior features include a version of Chrysler's Uconnect infotainment system with an 8.4-inch touchscreen, along with a stunning cabin that's wrapped in leather, suede, and wood, with comfortable seats and detailed stitching. But the gear selector and other controls are not intuitive to use. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$87,600-$161,400
BASE PRICE RANGE

NA ROAD TEST	⇈ ADAS
↓ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: GT, Modena, Modena S, Trofeo

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 3.0-liter V6 turbo (345 hp); 3.0-liter V6 turbo (424 hp); 3.8-liter V8 turbo (550 hp); 3.8-liter V8 turbo (580 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **197**
Width (in.) **78**
Height (in.) **66**
Wheelbase (in.) **118**
Weight (lb.) **4,905**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **6,000**

FUEL
Premium
EPA Combined mpg **18**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Mazda CX-30

64
OVERALL SCORE

The Mazda3-based CX-30 comes with a 2.5-liter four-cylinder matched to a six-speed automatic and AWD. In everyday driving, acceleration feels tepid, as wringing out more power requires a heavy foot on the accelerator pedal. Fuel economy of 27 mpg overall is respectable. An optional 2.5-liter turbo engine transforms the driving experience with much-needed additional oomph. The CX-30 benefits from responsive handling, but its ride is rather firm and a bit jumpy, and the engine sounds raspy. The frustrating infotainment system requires multiple steps to complete simple tasks. The interior is well-trimmed but snug, especially the rear seat. Small side windows hurt outward visibility. AEB with pedestrian detection and AEB highway are standard, but BSW and RCTW are optional.

$22,950-$35,400
BASE PRICE RANGE

65 ROAD TEST	↑ ADAS
! RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Base, Carbon Edition, Preferred, Premium, Premium Plus, Select

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 (191 hp); 2.5-liter 4 turbo (227 hp); 2.5-liter 4 turbo (250 hp)

TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **173**
Width (in.) **71**
Height (in.) **62**
Wheelbase (in.) **105**
Weight (lb.) **3,280**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **21.5**
Towing Capacity (lb.) **NR**

FUEL
Regular or premium
CR Overall mpg **27**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	!	!	↑
Engine, Major	⇈	↑	⇈
Engine, Minor	⇊	⇊	⇈
Engine, Cooling	⇊	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	↑	⇈
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇊	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	⇈	⇈	!
Exhaust	⇈	⇈	⇈
Paint/Trim	⇊	⇈	!
Noises/Leaks	↑	⇈	⇈
Body Hardware	↑	⇈	!
Power Equipment	↑	⇈	⇈
In-Car Electronics	↑	⇈	⇈

Mazda CX-5 ✔

77
OVERALL SCORE

The CX-5 remains one of the best small SUVs. A recent freshening brought transmission, suspension, and seat updates. The 2.5-liter four-cylinder engine and six-speed automatic make for a responsive and unobtrusive powertrain. With its standard AWD, fuel economy of 24 mpg overall is good but not a stand out. High-end versions have a more powerful turbo engine. Handling is responsive and enjoyable, and the steady, compliant ride is among the best in the class. The cabin is quiet, and interior quality is substantial and looks attractive. Soft-touch surfaces and chrome trim add to the interior ambience. But there is a learning curve to mastering the infotainment system. Exterior styling compromises rear and side visibility. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$26,700-$39,650
BASE PRICE RANGE

77 ROAD TEST	⇈ ADAS
↑ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Base, Carbon Edition, Preferred, Premium, Premium Plus, Select, Turbo, Turbo Signature

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 (187 hp); 2.5-liter 4 turbo (227 hp); 2.5-liter 4 turbo (256 hp)

TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **180**
Width (in.) **73**
Height (in.) **66**
Wheelbase (in.) **106**
Weight (lb.) **3,590**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **30.5**
Towing Capacity (lb.) **2,000**

FUEL
Regular or premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	↑	↑
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Fuel System	⇈	⇈	⇈
Electrical	↑	⇈	⇈
Climate System	⇈	⇈	↑
Suspension	⇈	⇈	⇈
Brakes	⇈	↑	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	!	!	⇈
Noises/Leaks	⇈	↑	⇈
Body Hardware	↑	⇈	⇈
Power Equipment	⇈	⇈	⇈
In-Car Electronics	↑	!	!

Mazda CX-50 ✔

78
OVERALL SCORE

The CX-50 feels underpowered with the base 187-hp four-cylinder engine, and the six-speed automatic delivers some bumpy shifts. The up-level turbo engine is more enjoyable, thanks to its extra oomph. Forget the off-road marketing hype, the CX-50's agile on-road handling gives it a sporty feel through corners. The ride is well controlled but far too firm on the 20-inch wheels of our tested Premium Plus trim. The front seats are comfortable, and the rear is roomy with easy access, thanks to wide-opening doors. The infotainment system's center-console controller knob takes some getting used to. AEB with pedestrian detection, BSW, RCTW, LDW, and LKA are standard.

$27,550-$42,300
BASE PRICE RANGE

78 ROAD TEST	⇈ ADAS
↑ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Meridian Edition, Preferred, Preferred Plus, Premium, Premium Plus, S, Select, Turbo

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 (187 hp); 2.5-liter 4 turbo (227 hp); 2.5-liter 4 turbo (256 hp)

TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **186**
Width (in.) **73**
Height (in.) **64**
Wheelbase (in.) **111**
Weight (lb.) **3,755**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **34**
Towing Capacity (lb.) **2,000**

FUEL
Regular or premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

⇊ ↓ ! ↑ ⇈
WORSE — BETTER

✓ RECOMMENDED

Mazda CX-90

NA
OVERALL SCORE

The new three-row Mazda CX-90 is an attempt to move the brand upscale with its new rear-wheel-drive based platform, potent straight six-cylinder engine, optional plug-in hybrid, and luxury interior. All-wheel drive is standard. The SUV is available with an all-new 280- or 340-horsepower, 3.3-liter six-cylinder turbocharged engine—the company's first inline-six. There will also be a 323-hp, 2.5-liter four-cylinder plug-in hybrid version with a 17.8 kWh battery, as well. A new eight-speed automatic is paired to both engines. Handling is agile, the ride is firm and composed and the cabin is luxuriously appointed. Both seven and eight passenger seating configurations are available. A comprehensive suite of active safety features is standard.

$39,595-$59,950
BASE PRICE RANGE

NA ROAD TEST
⇈ ADAS
! RELIABILITY
↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Preferred, Preferred Plus, Premium, Premium Plus, S, Select

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 2.5-liter 4 hybrid (323 hp); 3.3-liter 6 turbo (280 hp); 3.3-liter 6 turbo (340 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **201**
Width (in.) **78**
Height (in.) **69**
Wheelbase (in.) **123**
Weight (lb.) **4,710**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **3,500**

FUEL
Regular or premium
EPA Combined mpg **25**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

Mazda MX-5 Miata ✓

82
OVERALL SCORE

Mazda's lightweight, rear-wheel-drive, two-seat roadster can accelerate quickly when the engine is revved high, yet it manages 34 mpg overall. Shifting the delightfully accurate six-speed manual transmission is a joy. Even though the optional six-speed automatic works well, it dilutes the driving experience compared with the manual. Quick and precise steering delivers sublime back-road handling, even though some body roll is noticeable. High levels of noise, thin and unsupportive seats, and a stiff ride all grow fatiguing during highway travel. Cabin space is snug, and the optional dial-controlled infotainment system takes time to master. Flipping the convertible top open or closed is a breeze. BSW and RCTW are standard. AEB with pedestrian detection and AEB highway are not offered.

$28,050-$38,950
BASE PRICE RANGE

80 ROAD TEST
! ADAS
⇈ RELIABILITY
⇈ SATISFACTION

OVERVIEW

BODY STYLES: convertible

TRIM LINES: Club, Grand Touring, RF, Sport

DRIVE WHEELS: Rear

SEATING: 2 front

ENGINES: 2.0-liter 4 (181 hp)

TRANSMISSIONS: 6-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **154**
Width (in.) **68**
Height (in.) **49**
Wheelbase (in.) **91**
Weight (lb.) **2,335**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **340**
Cargo Volume, cu.ft. **5**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **34**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	⇈	*
Engine, Major	⇈	⇈	*
Engine, Minor	⇈	⇈	*
Engine, Cooling	⇈	⇈	*
Transmission, Major	⇈	⇈	*
Transmission, Minor	⇈	⇈	*
Drive System	⇈	⇈	*
Fuel System	⇈	⇈	*
Electrical	⇈	⇈	*
Climate System	⇊	⇈	*
Suspension	⇈	⇈	*
Brakes	⇈	⇈	*
Exhaust	⇈	⇈	*
Paint/Trim	⇊	⇈	*
Noises/Leaks	⇈	⇈	*
Body Hardware	⇈	⇈	*
Power Equipment	⇈	⇈	*
In-Car Electronics	⇈	⇈	*

Mazda3 ✓

74 OVERALL SCORE

The Mazda3 is offered in sedan and hatchback forms. In our tests the standard 2.5-liter four-cylinder and six-speed automatic worked well together. The up-level engine is a more powerful 2.5-liter turbo four-cylinder. All-wheel drive is also available and is standard on the turbo. Handling is still nimble, but it's less sporty than in past generations. The ride is firm but steady, and the suspension absorbs impacts well, though the turbo version is stiffer. The cabin is relatively quiet and nicely finished, but the rear seat is snug. The driver interacts with the infotainment system exclusively through a rotary knob, rather than a touchscreen; we found this setup to be fussy and distracting to use. AEB with pedestrian detection and AEB highway are standard, but BSW and RCTW are not available on the base trim and standard on others.

$22,550-$35,300
BASE PRICE RANGE

77 ROAD TEST	▲ ADAS
! RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback; sedan

TRIM LINES: Carbon Edition, Preferred, Premium, S, Select, Turbo, Turbo Premium Plus

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 (191 hp); 2.5-liter 4 turbo (227 hp); 2.5-liter 4 turbo (250 hp)

TRANSMISSIONS: 6-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **184**
Width (in.) **71**
Height (in.) **57**
Wheelbase (in.) **107**
Weight (lb.) **3,025**
% Weight Front/Rear **62/38**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **13**
Towing Capacity (lb.) **NR**

FUEL
Regular or premium
CR Overall mpg **30**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	▲	!	*
Engine, Major	▲▲	▲	*
Engine, Minor	▲▲	▲▲	*
Engine, Cooling	▲▲	▲▲	*
Transmission, Major	▲▲	▲▲	*
Transmission, Minor	▲▲	▲▲	*
Drive System	▲▲	▲	*
Fuel System	▲▲	▲▲	*
Electrical	▲▲	▲▲	*
Climate System	!	▲▲	*
Suspension	!	▲▲	*
Brakes	!	▲▲	*
Exhaust	▲▲	▲▲	*
Paint/Trim	▼▼	▲	*
Noises/Leaks	▲▲	▲▲	*
Body Hardware	▲▲	▲▲	*
Power Equipment	!	▼▼	*
In-Car Electronics	▲▲	▲	*

Mercedes-Benz C-Class

53 OVERALL SCORE

The redesigned C-Class features a polished powertrain and sharp handling. But the controls and a spongy brake pedal mar the experience. The C300's punchy, 2.0-liter turbo four-cylinder and smooth-shifting 9-speed automatic deliver plenty of invigorating power. The 48-volt mild-hybrid system contributes to the commendable 29 mpg overall. Handling is sporty, thanks to a tightly controlled chassis and sharp steering. The ride is steady and composed but is too stiff with the optional AMG sport suspension. The front seats are supportive, and cabin fit and finish is impressive. Capacitive-touch controls add further frustrations to the infotainment system. AEB with pedestrian detection, AEB highway and BSW are standard, but RCTW is optional.

$44,850-$62,700
BASE PRICE RANGE

75 ROAD TEST	▲▲ ADAS
▼ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: C43, Exclusive, Pinnacle, Premium

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (255 hp); 2.0-liter 4 turbo (402 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **187**
Width (in.) **74**
Height (in.) **57**
Wheelbase (in.) **113**
Weight (lb.) **4,030**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **985**
Cargo Volume, cu.ft. **13**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **29**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	▲▲	*	*
Engine, Major	▲▲	*	*
Engine, Minor	▲▲	*	*
Engine, Cooling	▲▲	*	*
Transmission, Major	▲▲	*	*
Transmission, Minor	▲▲	*	*
Drive System	▲▲	*	*
Fuel System	▲▲	*	*
Electrical	▲▲	*	*
Climate System	▲▲	*	*
Suspension	▲▲	*	*
Brakes	▲▲	*	*
Exhaust	▲▲	*	*
Paint/Trim	▼▼	*	*
Noises/Leaks	▲▲	*	*
Body Hardware	▲▲	*	*
Power Equipment	▲▲	*	*
In-Car Electronics	▲	*	*

Mercedes-Benz CLA

48 OVERALL SCORE

The CLA slots above the A-Class and below the C-Class in Mercedes sedan lineup. It's essentially a more stylish version of the A-Class, but it uses a more powerful 221-hp version of the same 2.0-liter turbo four-cylinder engine. Like the A220, it has a dual-clutch seven-speed automatic. Acceleration feels a bit hesitant and lethargic during stop-and-go driving, but you'll find that there's decent power on hand when the engine is revved out a bit. Although handling is nimble, the ride is too stiff. The interior is nicely finished, and the front seats are supportive, but the rear seat is extremely cramped and hard to access. We found this version of Mercedes MBUX infotainment system to be quite tricky to use. AEB with pedestrian detection, and BSW are standard. But RCTW is only optional.

$39,350-$57,800
BASE PRICE RANGE

66 ROAD TEST | ⇈ ADAS
↓ RELIABILITY | ↓ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: 250, AMG 35, AMG 45

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (221 hp); 2.0-liter 4 turbo (302 hp); 2.0-liter 4 turbo (382 hp)

TRANSMISSIONS: 7-speed sequential; 8-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **185**
Width (in.) **72**
Height (in.) **57**
Wheelbase (in.) **107**
Weight (lb.) **3,485**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **950**
Cargo Volume, cu.ft. **16**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **27**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Mercedes-Benz E-Class

61 OVERALL SCORE

The current E-Class is nimble and fun to drive. While we found the car comfortable, its interior room and controls are less impressive. The 2.0-liter turbo four-cylinder and nine-speed automatic returned a very good 24 mpg overall. The car is quiet and handles with impressive agility. The ride is mostly comfortable, but the suspension struggles to smother some impacts. The infotainment system requires too many steps for common tasks. When using the steering-wheel controls, it's easy to end up inadvertently changing a display or an audio selection. The seats are extremely comfortable, and there is an optional massage feature. Fit and finish is meticulous. AEB with pedestrian detection, AEB highway, and BSW are standard. For a car in its price range, RCTW should be standard instead of optional. A redesigned E-Class with more technology arrives this fall.

$56,750-$121,100
BASE PRICE RANGE

83 ROAD TEST | ⇈ ADAS
↓ RELIABILITY | ! SATISFACTION

OVERVIEW

BODY STYLES: convertible; coupe; sedan; wagon

TRIM LINES: All-Terrain, AMG E 53, AMG E 63 S, E350, E450

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (255 hp); 3.0-liter 6 turbo (362 hp); 3.0-liter 6 turbo (429 hp); 4.0-liter V8 turbo (603 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **195**
Width (in.) **74**
Height (in.) **58**
Wheelbase (in.) **116**
Weight (lb.) **4,030**
% Weight Front/Rear **54/46**

CARGO MEASUREMENT
Max. Load (lb.) **1,070**
Cargo Volume, cu.ft. **16**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	!	⇊	*
Engine, Major	⇈	⇊	*
Engine, Minor	⇊	⇊	*
Engine, Cooling	⇈	⇊	*
Transmission, Major	⇈	⇊	*
Transmission, Minor	⇈	⇊	*
Drive System	!	!	*
Fuel System	⇈	⇈	*
Electrical	⇊	⇊	*
Climate System	⇈	⇈	*
Suspension	⇈	⇈	*
Brakes	⇈	!	*
Exhaust	⇈	⇈	*
Paint/Trim	⇈	⇈	*
Noises/Leaks	⇊	⇈	*
Body Hardware	⇈	!	*
Power Equipment	!	!	*
In-Car Electronics	⇈	⇊	*

Mercedes-Benz EQE

NA
OVERALL SCORE

The EQE sedan is the EV parallel to the E-Class. It has a 90-kilowatt-hour battery and the car has an EPA rated range of 260 miles for the EQE 350 with dual motors, which give it AWD. The ride is comfortable, handling is agile and the interior is swanky. Among its optional features, the EQE offers rear steering, which typically aids low-speed maneuverability and higher-speed handling. It also offers a wide 'Hyperscreen' that contains the instrument cluster, infotainment touchscreen, and another screen for the front passenger. Unlike the EQS, the EQE is a traditional sedan with a regular trunk, not a liftback. The Exclusive trim brings augmented reality for the navigation system and an advanced adaptive cruise control with lane change ability.

$74,900-$106,900
BASE PRICE RANGE

NA ROAD TEST	⬆ ADAS
NA RELIABILITY	**NA** SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: 350, 350+, 500
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (288 hp); Electric (402 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **197**
Width (in.) **77**
Height (in.) **60**
Wheelbase (in.) **123**
Weight (lb.) **5,425**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **880**
Cargo Volume, cu.ft. **15**
Towing Capacity (lb.) **NR**

FUEL
Electric
EPA Combined mpge **85**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

Mercedes-Benz EQE SUV

NA
OVERALL SCORE

The midsized, five-seat EQE SUV is the electric alternative to the GLE. It shares the dedicated electric platform that underpins the EQS and EQE sedans. The EQE SUV is offered in three configurations. The standard powertrain is a 288-hp for the EQE 350 with either rear or all-wheel drive (4Matic). The EQE 500 4Matic boasts 536 hp. All three use a 90.6-kWh battery that provides 260 miles of range for the EQE sedan. Controls are a bit distracting but manageable. The optional Hyperscreen spans the entire dash and incorporates the instrument cluster and infotainment screen. Other options include four-wheel steering and and air suspension. The mid-level Exclusive trim has augmented reality navigation system and an advanced adaptive cruise control system with lane change ability.

$77,900-$95,450
BASE PRICE RANGE

NA ROAD TEST	⬆ ADAS
NA RELIABILITY	**NA** SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: 350, 350+, 500, AMG
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (288 hp); Electric (536 hp); Electric (617 hp); Electric (677 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **192**
Width (in.) **76**
Height (in.) **66**
Wheelbase (in.) **119**
Weight (lb.) **5,735**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **NA**

FUEL
Electric
EPA Combined mpge **81**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

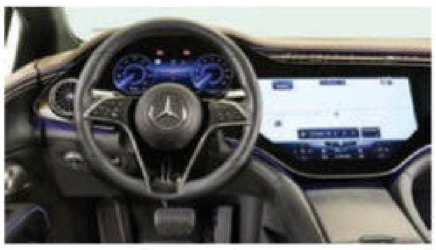
Mercedes-Benz EQS

67 OVERALL SCORE

The EQS comes as either a sedan or SUV. The EQS580 sedan we tested is super-quick and very quiet, rides comfortably, and handles with agility, thanks to the standard four-wheel-steering system. The brakes feel disconcertingly spongy, and the pedal eerily moves on its own during aggressive regenerative braking. The rear-drive 450+ models have a single electric motor that produces 329 hp, while the 580 4Matic delivers 516 hp through a motor on each axle, giving it AWD. EPA-estimated ranges are 350 and 340 miles, respectively. The driving position is a bit awkward, and the rear seat isn't as spacious as the car's size would indicate. The controls look impressive but are very distracting to use. AEB with pedestrian detection, BSW, and RCTW are standard.

$104,400-$147,550
BASE PRICE RANGE

95 ROAD TEST
⇈ ADAS
⌄ RELIABILITY
⇈ SATISFACTION



OVERVIEW

BODY STYLES: 4-door hatchback
TRIM LINES: AMG, Exclusive, Pinnacle, Premium
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (329 hp); Electric (355 hp); Electric (516 hp); Electric (649 hp); Electric (751 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **207**
Width (in.) **76**
Height (in.) **60**
Wheelbase (in.) **126**
Weight (lb.) **5,810**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **875**
Cargo Volume, cu.ft. **22**
Towing Capacity (lb.) **NR**

FUEL
Electric
CR Overall mpge **94**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, Major			*
Transmission, Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

Mercedes-Benz EQS SUV

63 OVERALL SCORE

The EQS SUV is a three figure fully electric SUV. A third row seat is optional. It comes standard in a rear-drive, one-motor configuration which has an EPA estimated range of 305 miles. The 4Matic upgrade, which includes two motors, thus making it all-wheel drive, has an estimated range of 285 miles. Both configurations have a 9.6-kW onboard charger and use a large 107.8-kWh battery. They are compatible with maximum DC charging output of 200 kW. The 580 makes 536 horsepower, but even the 450 models with 355-hp are plenty quick, quiet and effortless. The ride is comfortable and serene and handling is surprisingly agile, partly due to the four-wheel steering. The brake pedal feels spongy, however. Controls are daunting at first but manageable. The EQS SUV boasts a full complement of active safety features.

$104,400-$132,200
BASE PRICE RANGE

89 ROAD TEST
⇈ ADAS
⌄ RELIABILITY
⇈ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: 450, 450+, 450 Premium, 580
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear, 2 third
ENGINES: Electric (355 hp); Electric (536 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **202**
Width (in.) **77**
Height (in.) **68**
Wheelbase (in.) **126**
Weight (lb.) **6,315**
% Weight Front/Rear **48/52**

CARGO MEASUREMENT
Max. Load (lb.) **1,190**
Cargo Volume, cu.ft. **35.5**
Towing Capacity (lb.) **3,970**

FUEL
Electric
CR Overall mpge **78**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

Mercedes-Benz GLA

53 OVERALL SCORE

The GLA is powered by the same 221-hp, turbocharged four-cylinder engine as its GLB sibling, mated to a dual-clutch automatic. It's a pretty quick car despite some initial hesitation starting up from rolling stops. Front-wheel drive is standard, with all-wheel drive optional. Fuel economy is commendable, at 27 mpg overall. The roofline is sleeker than the more upright GLB, and visibility to the rear and sides suffers as a result. The solid, substantial GLA feels taut and agile on the road, but the ride skews firm. The seats are comfortable and supportive, and as with other recent entry-level Mercedes models, fit and finish is impressive. We found the elaborate infotainment system to be too distracting to use while driving. AEB with pedestrian detection, AEB highway, and BSW are standard, but disappointingly RCTW is only optional.

$37,500-$56,650
BASE PRICE RANGE

75 ROAD TEST	⇈ ADAS
↓ RELIABILITY	⇊ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: 250, AMG 35, AMG 45

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (221 hp); 2.0-liter 4 turbo (302 hp); 2.0-liter 4 turbo (382 hp)

TRANSMISSIONS: 8-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **174**
Width (in.) **72**
Height (in.) **63**
Wheelbase (in.) **107**
Weight (lb.) **3,630**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **915**
Cargo Volume, cu.ft. **26.5**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **27**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Mercedes-Benz GLB

56 OVERALL SCORE

The GLB compact SUV's square, upright stance aids in outward visibility. Despite its compact dimensions, the GLB offers an optional, albeit tight, third-row seat. The 2.0-liter turbo four-cylinder engine and eight-speed dual-clutch automatic make for a responsive powertrain, and returned a respectable 26 mpg overall in our tests. A fully electric version, named the EQB, is also available. The GLB feels light on its feet and nimble in corners. The ride is firm but steady and controlled. The cabin is well finished and quiet. Although the infotainment system is very capable and dazzling in appearance, we found it to be cumbersome and distracting to use. The GLB comes with either front- or all-wheel drive. AEB with pedestrian detection, AEB highway, and BSW are standard. Disappointingly, RCTW is only optional.

$39,800-$51,500
BASE PRICE RANGE

81 ROAD TEST	⇈ ADAS
↓ RELIABILITY	⇊ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: 250, AMG 35

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 2.0-liter 4 turbo (221 hp); 2.0-liter 4 turbo (302 hp)

TRANSMISSIONS: 8-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **182**
Width (in.) **72**
Height (in.) **65**
Wheelbase (in.) **111**
Weight (lb.) **3,785**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **935**
Cargo Volume, cu.ft. **28.5**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **26**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Mercedes-Benz GLC

NA
OVERALL SCORE

The redesigned GLC looks largely the same as its predecessor, but it comes with a number of key technological updates. Among them are an improved suite of standard active safety systems and optional driver assistance features. Matching it with the rest of Mercedes' line, it also gets an augmented video navigation system that superimposes navigational directions and pictures of the real world taken from the car's exterior cameras onto the navigation maps. The SUV will launch with a 255-hp, 2.0-liter turbocharged four-cylinder engine that uses 48-volt mild-hybrid technology, paired with a nine-speed automatic. A redesigned 2024 GLC coupe is coming later in the year. AEB with pedestrian detection, AEB highway, and BSW are standard. Disappointingly, RCTW is only optional.

$47,100-$68,200
BASE PRICE RANGE

NA ROAD TEST	⇈ ADAS
↓ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: GLC300
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (255 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **186**
Width (in.) **74**
Height (in.) **65**
Wheelbase (in.) **114**
Weight (lb.) **NA**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **NA**

FUEL
Premium
EPA Combined mpg **NA**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↓	!	⇊
Engine, Major	↓	↑	⇈
Engine, Minor	↑	↑	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	↑	⇈	⇈
Drive System	⇈	⇈	⇊
Fuel System	↓	⇈	⇈
Electrical	↓	↑	⇈
Climate System	⇈	!	↓
Suspension	⇊	⇈	⇊
Brakes	↓	⇊	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	⇈	⇈	↓
Body Hardware	↓	⇈	↓
Power Equipment	⇊	⇈	↓
In-Car Electronics	⇊	↓	!

Mercedes-Benz GLE

53
OVERALL SCORE

The GLE is very quiet and impeccably finished inside, and has excellent seats. The up-level GLE 450 has a powerful 3.0-liter turbo six-cylinder that returned 20 mpg overall in our tests. A 255-hp, 2.0-liter turbo four-cylinder is standard. The 63 S version gets a 603-hp V8. The GLE rides comfortably, but its handling is rather dull. It comes with Mercedes' latest infotainment system, which has a broad range of capabilities but is complicated and distracting to use. Audio, phone, navigation, and some comfort functions can be handled through the touchscreen, the touchpad, or the touch-sensitive controls on the steering wheel. The ability to use voice commands with natural speech helps some. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$57,700-$120,700
BASE PRICE RANGE

76 ROAD TEST	⇈ ADAS
↓ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: GLE350, GLE450, GLE53, GLE580, GLE63 S
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (255 hp); 3.0-liter 6 turbo (362 hp); 3.0-liter 6 turbo (429 hp); 4.0-liter V8 turbo (483 hp); 4.0-liter V8 turbo (603 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **194**
Width (in.) **77**
Height (in.) **71**
Wheelbase (in.) **118**
Weight (lb.) **5,145**
% Weight Front/Rear **54/46**

CARGO MEASUREMENT
Max. Load (lb.) **980**
Cargo Volume, cu.ft. **36.5**
Towing Capacity (lb.) **7,700**

FUEL
Premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	⇊	⇊	↑
Engine, Major	↑	↓	⇈
Engine, Minor	!	↑	⇈
Engine, Cooling	!	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	↑	⇈	⇈
Drive System	⇈	↓	⇈
Fuel System	↑	⇈	⇈
Electrical	⇊	⇊	⇈
Climate System	⇊	↓	⇈
Suspension	↑	⇈	⇈
Brakes	↑	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	↑	⇈	⇈
Noises/Leaks	⇊	⇈	⇈
Body Hardware	⇊	↓	↓
Power Equipment	⇊	⇊	⇈
In-Car Electronics	⇊	⇊	⇈

Mercedes-Benz GLS

58 OVERALL SCORE

The GLS is a very functional three-row SUV that exudes luxury with its gorgeous interior. The standard 3.0-liter turbo six-cylinder engine provides plenty of smooth and effortless power. An even more powerful turbo V8 is available. The ride is composed, and handling is responsive for such a large luxury coach. All the seats are first-rate, and the interior can be configured for either six or seven passengers. Unlike in most competitors, the third-row seat is relatively roomy. However, the infotainment system is distracting because many common tasks require a few steps. Plus, when using the steering-wheel controls, it's easy to inadvertently change a display or an audio selection. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$81,800-$170,000
BASE PRICE RANGE

82 ROAD TEST	⇈ ADAS
∨ RELIABILITY	❘ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: 450, 580, AMG 63, Maybach

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 3.0-liter 6 turbo (362 hp); 4.0-liter V8 turbo (483 hp); 4.0-liter V8 turbo (550 hp); 4.0-liter V8 turbo (603 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **205**
Width (in.) **77**
Height (in.) **72**
Wheelbase (in.) **123**
Weight (lb.) **5,495**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **1,300**
Cargo Volume, cu.ft. **42.5**
Towing Capacity (lb.) **7,715**

FUEL
Premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Mercedes-Benz S-Class

NA OVERALL SCORE

The latest S-Class sedan continues to deliver a hushed cabin and impeccable fit and finish. Though composed, the ride is less plush than it was in past generations. A 429-hp, 3.0-liter turbo inline-six is standard, and the up-level choice is a 496-hp, 4.0-liter turbo V8. Each is teamed with a nine-speed automatic and supplemented with a 48-volt mild-hybrid system. The car's rear-wheel steering turns the wheels in the direction of travel to aid highway-speed handling, and in the opposite direction to improve low-speed maneuverability. That makes the S-Class quite agile in the corners, belying its size. The infotainment system is complicated to use. The slick head-up display features augmented reality. AEB with pedestrian detection, AEB highway, BSW, and RCTW come standard.

$114,500-$229,000
BASE PRICE RANGE

NA ROAD TEST	⇈ ADAS
∨ RELIABILITY	∧ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Maybach, S500, S580, S580e

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 3.0-liter 6 turbo (429 hp); 3.0-liter 6 hybrid (510 hp); 4.0-liter V8 turbo (496 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **208**
Width (in.) **77**
Height (in.) **59**
Wheelbase (in.) **127**
Weight (lb.) **4,775**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **13**
Towing Capacity (lb.) **NR**

FUEL
Premium
EPA Combined mpg **20**

RELIABILITY HISTORY

	'20	**'21**	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

⇊ ↓ I ↑ ⇈
WORSE — BETTER
✓ RECOMMENDED

Mini Cooper ✓

82 OVERALL SCORE

The Mini hardtop is sporty, quirky, and full of character. The Cooper S uses a 189-hp, turbo four-cylinder and got 30 mpg overall with the six-speed manual, while the standard 134-hp, 1.5-liter turbo three-cylinder engine is surprisingly energetic. Handling is nimble and sporty, making the Mini fun to drive on curvy back roads. The ride is somewhat firm, however, and road noise is noticeable. Controls take some getting used to, and the back seat is still tiny. The high-performance John Cooper Works version bumps power to 228 hp and gets a firmer suspension. There's a wagon-like Clubman with small barn-style rear doors. An all-electric version is available with an EPA-estimated 114-mile driving range. AEB with pedestrian detection is standard, but AEB highway, BSW, and RCTW aren't available.

$28,600-$40,325
BASE PRICE RANGE

80 ROAD TEST	I ADAS
⇈ RELIABILITY	I SATISFACTION

OVERVIEW

BODY STYLES: 2-door hatchback; 4-door hatchback; convertible

TRIM LINES: Base, JCW, S, SE

DRIVE WHEELS: Front

SEATING: 2 front, 2 rear

ENGINES: Electric (181 hp); 1.5-liter 3 turbo (134 hp); 2.0-liter 4 turbo (189 hp); 2.0-liter 4 turbo (228 hp)

TRANSMISSIONS: 8-speed automatic; 6-speed manual; 7-speed sequential; 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **153**
Width (in.) **68**
Height (in.) **56**
Wheelbase (in.) **98**
Weight (lb.) **2,813**
% Weight Front/Rear **63/37**

CARGO MEASUREMENT
Max. Load (lb.) **770**
Cargo Volume, cu.ft. **9**
Towing Capacity (lb.) **NR**

FUEL
Electric or premium
CR Overall mpg **30**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	↑	⇈
Engine, Major	*	⇈	⇈
Engine, Minor	*	⇈	⇈
Engine, Cooling	*	⇈	⇈
Transmission, Major	*	⇈	⇈
Transmission, Minor	*	⇈	⇈
Drive System	*	⇈	⇈
Fuel System	*	⇈	⇈
Electrical	*	⇈	⇈
Climate System	*	⇈	⇈
Suspension	*	⇈	⇈
Brakes	*	⇈	⇈
Exhaust	*	⇈	⇈
Paint/Trim	*	⇊	⇈
Noises/Leaks	*	⇈	⇈
Body Hardware	*	⇈	⇈
Power Equipment	*	⇈	⇈
In-Car Electronics	*	↑	⇈

Mini Cooper Countryman ✓

75 OVERALL SCORE

The SUV-like Countryman offers a rather rough 1.5-liter turbo three-cylinder and a stronger, much more enjoyable 2.0-liter turbo four-cylinder. Front- and all-wheel drive are offered. The Countryman's agile handling makes it fun to drive. The ride is on the firm side, and the cabin can get loud. The interior is solid and well finished, the front seats are supportive, and the back seat is surprisingly comfortable. The BMW-sourced iDrive infotainment system has a learning curve but is logical. The AWD SE plug-in hybrid mates the turbo three-cylinder with electric drive and has an EPA-estimated 18-mile electric range. While AEB with pedestrian detection comes standard, BSW and RCTW aren't available at all.

$29,600-$45,075
BASE PRICE RANGE

81 ROAD TEST	I ADAS
I RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Base, JCW, S, SE Plug-in Hybrid

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 1.5-liter 3 turbo (134 hp); 1.5-liter 3 hybrid (221 hp); 2.0-liter 4 turbo (189 hp); 2.0-liter 4 turbo (301 hp)

TRANSMISSIONS: 8-speed automatic; 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **170**
Width (in.) **72**
Height (in.) **61**
Wheelbase (in.) **105**
Weight (lb.) **3,690**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **925**
Cargo Volume, cu.ft. **23.5**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **25**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Mitsubishi Eclipse Cross

56 OVERALL SCORE

The coupe-like Eclipse Cross' recent makeover didn't change this ultimately underwhelming SUV's mundane handling, unsettled ride, and restricted outward visibility. Fortunately, Mitsubishi dropped the convoluted infotainment touchpad system in favor of more user-friendly conventional volume and tune knobs, and a touchscreen that is easier to navigate. The lackluster 1.5-liter turbo four-cylinder and CVT move this all-whee-drive SUV decently around town but runs out of steam merging onto highways, and its 24 mpg overall isn't impressive. The driver's seat is short on support. However, it's easy to get into and out of the cabin, and the rear-seat room is generous. AEB with pedestrian detection is standard, but AEB highway, BSW, and RCTW are optional.

$25,795-$29,995
BASE PRICE RANGE

61 ROAD TEST	● ADAS
● RELIABILITY	▼ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: ES, LE, Ralliart, SE, SEL, SEL Touring
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 1.5-liter 4 turbo (152 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **179**
Width (in.) **71**
Height (in.) **67**
Wheelbase (in.) **105**
Weight (lb.) **3,515**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **825**
Cargo Volume, cu.ft. **22.5**
Towing Capacity (lb.) **1,500**

FUEL
Regular
CR Overall mpg **24**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*		*
Engine, Major	*		*
Engine, Minor	*		*
Engine, Cooling	*		*
Transmission, Major	*		*
Transmission, Minor	*		*
Drive System	*		*
Fuel System	*		*
Electrical	*		*
Climate System	*		*
Suspension	*		*
Brakes	*		*
Exhaust	*		*
Paint/Trim	*		*
Noises/Leaks	*		*
Body Hardware	*		*
Power Equipment	*		*
In-Car Electronics	*		*

Mitsubishi Mirage

35 OVERALL SCORE

A rock-bottom sticker price and thrifty fuel economy of 37 mpg overall conjure an image of a practical and economical runabout. But that mirage quickly dissipates when driving this tiny, tinny car. Since its introduction, minor updates, including a 2021 freshening, have brought a sedan body style, a hint more power, better infotainment, and upgraded brakes. Yet those enhancements mask neither the weak, vibrating three-cylinder engine that delivers sluggish acceleration, nor the car's clumsy handling. Though it's relatively roomy inside, the depressing cabin feels drab, cheap, and insubstantial. In the end, there is no compelling reason to buy a Mirage, especially since there are much better used cars available for the same price. AEB with pedestrian detection is standard, but AEB highway, BSW, and RCTW aren't available.

$16,245-$18,945
BASE PRICE RANGE

35 ROAD TEST	● ADAS
● RELIABILITY	▼▼ SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback; sedan
TRIM LINES: BE, ES, LE, Ralliart, SE
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: 1.2-liter 3 (78 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **149**
Width (in.) **66**
Height (in.) **59**
Wheelbase (in.) **97**
Weight (lb.) **2,085**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **825**
Cargo Volume, cu.ft. **17**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **37**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Mitsubishi Outlander ✓

72
OVERALL SCORE

The seven-passenger Outlander is based on the Nissan Rogue, although the tiny third-row seat is exclusive to the Mitsubishi. Acceleration is leisurely, but the continuously variable transmission is responsive, and the Outlander managed 25 mpg overall from its Nissan-sourced 2.5-liter, four-cylinder engine. Handling is nimble and secure, but the steering feels light and nervous. The ride is stiff, and wind noise is noticeable. Most controls are easy to use, including the infotainment system. The plug-in hybrid version is much quicker and quieter, and provides 38 miles of electric driving before the gas engine kicks in for a total of 400-plus miles. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$27,595-$49,995
BASE PRICE RANGE

71 ROAD TEST	⇑ ADAS
↑ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Black Edition, ES, PHEV, Ralliart, SE, SEL, SEL Black Edition, SEL Premium, SEL Touring

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 2.4-liter 4 hybrid (248 hp); 2.5-liter 4 (181 hp)

TRANSMISSIONS: CVT; 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **185**
Width (in.) **75**
Height (in.) **69**
Wheelbase (in.) **107**
Weight (lb.) **3,845**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **1,155**
Cargo Volume, cu.ft. **32**
Towing Capacity (lb.) **2,000**

FUEL
Regular
CR Overall mpg **25**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Mitsubishi Outlander Sport

NA
OVERALL SCORE

This aging SUV is a shortened version of the previous-generation Outlander, but with less rear-seat room and cargo space. Despite the name, when it comes to driving it's not exactly a sporty SUV. Handling is mundane, and acceleration is just adequate. In addition to the 2.0-liter engine, a more powerful 2.4-liter four-cylinder engine is available. The Sport's choppy ride and very noisy cabin further detract from the driving experience. Still, it has a commanding seating position, as well as passenger and cargo versatility. Top-trim all-wheel-drive Outlander Sports are priced like many larger, more capable SUVs. AEB with pedestrian detection is standard, and BSW and RCTW are optional, but AEB highway is not offered.

$22,995-$28,045
BASE PRICE RANGE

NA ROAD TEST	! ADAS
! RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: ES, GT, LE, S, SE

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 (148 hp); 2.4-liter 4 (168 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **169**
Width (in.) **70**
Height (in.) **64**
Wheelbase (in.) **105**
Weight (lb.) **3,290**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **825**
Cargo Volume, cu.ft. **25.5**
Towing Capacity (lb.) **NR**

FUEL
Regular
EPA Combined mpg **26**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Nissan Altima ✓

82
OVERALL SCORE

The Altima recently received a mild freshening and expanded safety features. Although the Altima is a rather unremarkable midsized sedan, it delivers a roomy cabin, good fuel economy, user-friendly controls, and a large trunk. But the driving experience falls short on handling agility, and the seemingly pliant ride isn't adept at absorbing all types of bumps. The standard 2.5-liter engine provides decent acceleration, and the car gets a commendable 31 mpg overall. All-wheel drive is available. There's also a more powerful 2.0-liter turbo engine. The car is relatively quiet. The cabin is roomy, and the rear seat is very generous. But the Altima's low ride height can make it a little challenging to get in and out. Controls are very easy to use. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$25,490-$35,190
BASE PRICE RANGE

83 ROAD TEST	⇈ ADAS
↑ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: S, SL, SR, SV

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (236 hp); 2.0-liter 4 turbo (248 hp); 2.5-liter 4 (182 hp); 2.5-liter 4 (188 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **193**
Width (in.) **73**
Height (in.) **57**
Wheelbase (in.) **111**
Weight (lb.) **3,240**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **900**
Cargo Volume, cu.ft. **15**
Towing Capacity (lb.) **NR**

FUEL
Regular or premium
CR Overall mpg **31**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	⇈	*
Engine, Major	⇈	⇈	*
Engine, Minor	⇈	⇈	*
Engine, Cooling	⇈	⇈	*
Transmission, Major	⇈	⇈	*
Transmission, Minor	⇈	⇈	*
Drive System	!	⇈	*
Fuel System	!	⇈	*
Electrical	⇈	⇈	*
Climate System	⇈	⇈	*
Suspension	!	⇈	*
Brakes	⇈	!	*
Exhaust	⇈	⇈	*
Paint/Trim	⇈	⇈	*
Noises/Leaks	⇊	⇈	*
Body Hardware	⇈	⇈	*
Power Equipment	⇈	⇈	*
In-Car Electronics	!	↑	*

Nissan Ariya

NA
OVERALL SCORE

The Ariya come standard with a 63-kilowatt-hour battery, and long-range versions have an 87-kWh battery. Front- or all-wheel drive versions are offered. Front-drive versions make 238 hp, with the dual-motor AWD models producing 389 hp. The former with the long-range battery has an EPA-estimated range of 304 miles. The ride is mostly comfortable, and the Ariya is quiet. The roomy cabin is uncluttered. Among a few nice details is a center console that can slide fore-aft by a push of a button. Many switches are neatly embedded into the wood trim. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard. High-end versions have the ProPilot Assist 2.0 active driving assistance system, which allows hands-free driving on certain highways.

$43,190-$60,190
BASE PRICE RANGE

NA ROAD TEST	⇈ ADAS
NA RELIABILITY	NA SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV; wagon

TRIM LINES: Empower+, Engage, Engage+, Evolve+, Platinum+, Premiere, Venture+

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (214 hp); Electric (238 hp); Electric (335 hp); Electric (389 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **183**
Width (in.) **75**
Height (in.) **65**
Wheelbase (in.) **109**
Weight (lb.) **5,055**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **1,500**

FUEL
Electric
EPA Combined mpge **101**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

Nissan Armada

49 OVERALL SCORE

This less expensive version of the Infiniti QX80 still uses a robust 5.6-liter V8, but it now makes 400 hp. In our tests we got a paltry 14 mpg overall. Though the soft suspension absorbs bumps well, the body jostles occupants back and forth frequently. Handling is clumsy, with slow steering and pronounced body roll, but it's ultimately secure. Inside, the spacious cabin has a premium feel, particularly in the Platinum trim. The infotainment system has been updated, but some other controls feel old, and it's a far reach to some buttons and knobs. Seven- and eight-passenger seating configurations are available, and the third row can power-fold and -unfold. Available in rear-wheel or full-time four-wheel drive, the Armada can tow a generous 8,500-pound load. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$50,700-$70,020
BASE PRICE RANGE

60 ROAD TEST	⇈ ADAS
↓ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Platinum, S, SL, SV
DRIVE WHEELS: Rear, 4WD
SEATING: 2 front, 2 rear, 3 third
ENGINES: 5.6-liter V8 (400 hp)
TRANSMISSIONS: 7-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **209**
Width (in.) **80**
Height (in.) **76**
Wheelbase (in.) **121**
Weight (lb.) **5,910**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **1,545**
Cargo Volume, cu.ft. **47**
Towing Capacity (lb.) **8,500**

FUEL
Regular
CR Overall mpg **14**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Nissan Frontier

52 OVERALL SCORE

After 16 years, the Nissan Frontier was redesigned for the 2022 model year. The 310-hp, 3.8-liter V6 engine and nine-speed automatic carry over. The V6 is smooth and punchy, and the transmission delivers jolt-free shifts. Fuel economy of 18 mpg overall is an improvement but not a standout, even compared with some full-sized pickups. Handling is relatively responsive and secure, but the steering is too heavy at low speeds. Plus, the steering wheel lacks a telescope adjustment. The ride is stiff and choppy but not as rough as before. The rear seat is tight, but the controls and infotainment system are easy to use. The tailgate is now much easier to open and close. The Pro-4X version is off-road-ready, with a rear locking differential. AEB with pedestrian detection and AEB highway are standard, but BSW and RCTW are optional.

$29,190-$39,300
BASE PRICE RANGE

67 ROAD TEST	↑ ADAS
↓ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: crew cab; extended cab
TRIM LINES: PRO-4X, PRO-X, S, SV
DRIVE WHEELS: Rear, 4WD
SEATING: 2 front, 3 rear
ENGINES: 3.8-liter V6 (310 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **210**
Width (in.) **73**
Height (in.) **76**
Wheelbase (in.) **126**
Weight (lb.) **4,720**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT
Max. Load (lb.) **1,290**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **6,370**

FUEL
Regular
CR Overall mpg **18**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	↓
Engine, Major	*	*	⇈
Engine, Minor	*	*	⇈
Engine, Cooling	*	*	⇈
Transmission, Major	*	*	○
Transmission, Minor	*	*	○
Drive System	*	*	⇈
Fuel System	*	*	⇈
Electrical	*	*	⇈
Climate System	*	*	⇈
Suspension	*	*	⇈
Brakes	*	*	⇈
Exhaust	*	*	⇈
Paint/Trim	*	*	⇈
Noises/Leaks	*	*	⇈
Body Hardware	*	*	⇊
Power Equipment	*	*	⇊
In-Car Electronics	*	*	↑

Nissan Kicks ✓

61 OVERALL SCORE

Nissan's smallest subcompact crossover is more of a budget car designed to appeal to those customers who would normally buy a Nissan Sentra or Versa but are attracted to the versatility and styling of an SUV. Unlike many crossovers, the Kicks doesn't offer all-wheel drive. It comes with a modest 122-hp, 1.6-liter four-cylinder engine coupled to a continuously variable transmission, producing leisurely acceleration but impressive fuel economy at 32 mpg overall. Handling is mundane, and the ride is rather choppy. Interior room is generous for the class, and the controls and updated infotainment system are easy to use. AEB with pedestrian detection, AEB highway, BSW, and RCTW come standard.

$20,440-$23,000
BASE PRICE RANGE

67 ROAD TEST	⇈ ADAS
! RELIABILITY	⇊ SATISFACTION

OVERVIEW

BODY STYLES: wagon
TRIM LINES: S, SR, SV
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: 1.6-liter 4 (122 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **169**
Width (in.) **69**
Height (in.) **62**
Wheelbase (in.) **103**
Weight (lb.) **2,630**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **25**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **32**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Nissan Leaf ✓

70 OVERALL SCORE

For 2023, the Leaf EV has been slightly freshened and is now available in S and SV Plus trims. The standard 40-kWh battery provides an EPA-estimated range of 149 miles, while the SV Plus gets a 60-kWh battery with an estimated range of 212 miles. It also gets a more powerful motor that makes the SV Plus a second quicker from 0 to 60 mph than the base Leaf. It takes 8 hours to charge the Leaf S on a 240-volt connector and 10.5 hours to charge the SV Plus. The ride feels soft until you hit a bump hard. Handling is mundane but secure. The driving position is awkward because the steering wheel doesn't telescope for reach. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard. The optional ProPilot Assist active driving assistance system can keep the Leaf in its lane and adjust its speed according to traffic.

$28,040-$36,040
BASE PRICE RANGE

73 ROAD TEST	⇈ ADAS
! RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback
TRIM LINES: S, SV Plus
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: Electric (147 hp); Electric (214 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **176**
Width (in.) **71**
Height (in.) **61**
Wheelbase (in.) **106**
Weight (lb.) **3,850**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **24**
Towing Capacity (lb.) **NR**

FUEL
Electric
CR Overall mpge **109**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	*	↓
Engine, Major	⇈	*	↓
Engine, Minor	↑	*	⇈
Engine, Cooling	⇈	*	⇈
Transmission, Major	↑	*	↓
Transmission, Minor	⇈	*	⇈
Drive System	⇈	*	⇈
Fuel System	⇈	*	⇈
Electrical	↑	*	↓
Climate System	⇈	*	⇈
Suspension	⇈	*	⇈
Brakes	⇈	*	⇈
Exhaust	⇈	*	⇈
Paint/Trim	⇈	*	⇈
Noises/Leaks	⇈	*	⇈
Body Hardware	⇈	*	⇈
Power Equipment	⇈	*	⇈
In-Car Electronics	↑	*	!

⇊ ↓ ● ↑ ⇈
WORSE — BETTER

✓ RECOMMENDED

Nissan Murano ✓

74 OVERALL SCORE

Nissan's midsized SUV uses a punchy, refined 3.5-liter V6 paired with a continuously variable transmission. Power delivery is prompt and effortless, and we got 21 mpg overall. The cabin is quiet and well-finished, and has an upscale feel to it. The rear seat is roomy, and access is easy. Rear and side visibility are hindered, however. Handling is not very sporty, with overy-light steering that reduces driver confidence. The ride is steady and absorbent on the standard 18-inch tires but less so on the 20-inch tires found on the Platinum trim. Nissan's Safety Shield 360 is standard for all trims, and includes AEB with pedestrian detection, AEB highway, BSW, and RCTW.

$33,860-$47,110
BASE PRICE RANGE

74 ROAD TEST	⇈ ADAS
↑ RELIABILITY	● SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Platinum, S, SL, SV
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 3.5-liter V6 (260 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **192**
Width (in.) **75**
Height (in.) **67**
Wheelbase (in.) **111**
Weight (lb.) **4,025**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **900**
Cargo Volume, cu.ft. **33.5**
Towing Capacity (lb.) **1,500**

FUEL
Regular
CR Overall mpg **21**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	●	↑	*
Engine, Major	●	⇈	*
Engine, Minor	●	⇈	*
Engine, Cooling	⇈	⇈	*
Transmission, Major	⇈	⇈	*
Transmission, Minor	↑	⇈	*
Drive System	↑	↑	*
Fuel System	↑	⇈	*
Electrical	⇈	⇈	*
Climate System	⇈	↑	*
Suspension	⇈	⇈	*
Brakes	↑	⇈	*
Exhaust	⇈	⇈	*
Paint/Trim	⇈	⇈	*
Noises/Leaks	↑	⇊	*
Body Hardware	⇈	⇈	*
Power Equipment	⇈	⇈	*
In-Car Electronics	●	↑	*

Nissan Pathfinder

45 OVERALL SCORE

Recently redesigned, the three-row Pathfinder is a major improvement over its predecessor, with a punchy powertrain and an easy-to-use infotainment system. The 3.5-liter V6 makes 284 hp and now comes mated to a nine-speed automatic, together delivering smooth and effortless propulsion, and 21 mpg overall. It comes with either front- or all-wheel drive. The ride is steady, if stiff-legged, but handling is responsive for a midsized SUV. Physical buttons and knobs for commonly used climate and infotainment functions make the controls user-friendly. Either seven- or eight-passenger seating configurations are offered. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard. Nissan's ProPilot Assist active driving assistance system is optional. A Rock Creek trim with some off-road ability is new.

$35,200-$50,070
BASE PRICE RANGE

81 ROAD TEST	⇈ ADAS
⇊ RELIABILITY	● SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Platinum, Rock Creek, S, SL, SV
DRIVE WHEELS: Front, 4WD
SEATING: 2 front, 2 rear, 3 third
ENGINES: 3.5-liter V6 (284 hp); 3.5-liter V6 (295 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **198**
Width (in.) **78**
Height (in.) **70**
Wheelbase (in.) **114**
Weight (lb.) **4,600**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT
Max. Load (lb.) **1,150**
Cargo Volume, cu.ft. **44.5**
Towing Capacity (lb.) **6,000**

FUEL
Regular or premium
CR Overall mpg **21**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*		⇊
Engine, Major	*		⇈
Engine, Minor	*		⇈
Engine, Cooling	*		⇈
Transmission, Major	*		●
Transmission, Minor	*		⇈
Drive System	*		⇈
Fuel System	*		⇈
Electrical	*		⇈
Climate System	*		⇈
Suspension	*		⇈
Brakes	*		⇈
Exhaust	*		⇈
Paint/Trim	*		⇈
Noises/Leaks	*		●
Body Hardware	*		⇊
Power Equipment	*		⇊
In-Car Electronics	*		⇊

Nissan Rogue ✓

81
OVERALL SCORE

The Rogue is roomy and user-friendly. We got 25 mpg overall from the all-wheel-drive version with its new 201-hp, 1.5-liter turbo three-cylinder. It's more responsive than the 2.5-liter four it replaced, albeit with some vibration at idle, but we found fuel economy and acceleration to be the same. The Rogue feels solid and substantial, with a composed ride and nimble handling. Interior space is generous, and access is very easy. Controls are simple to use, although the electronic gear selector may require some familiarity. The top-shelf Platinum trim brings upscale touches, such as quilted leather seats, a head-up display, heated rear seats, and an upgraded infotainment system. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$27,360-$38,840
BASE PRICE RANGE

81
ROAD TEST

⇈
ADAS

↑
RELIABILITY

↓
SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Platinum, S, SL, SV
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 1.5-liter 3 turbo (201 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **183**
Width (in.) **72**
Height (in.) **67**
Wheelbase (in.) **107**
Weight (lb.) **3,685**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **900**
Cargo Volume, cu.ft. **36.5**
Towing Capacity (lb.) **1,500**

FUEL
Regular
CR Overall mpg **25**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	!	↑	⇈
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Fuel System	⇈	⇈	⇈
Electrical	⇈	↑	⇈
Climate System	↓	!	⇈
Suspension	↓	⇈	⇈
Brakes	↑	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	↑	!	⇈
Body Hardware	!	⇈	⇈
Power Equipment	↓	!	⇈
In-Car Electronics	↑	↑	⇈

Nissan Sentra

48
OVERALL SCORE

The current Sentra is a complete transformation compared with the previous model, as evidenced by its strong score in our road tests. It shed its dowdy look and mediocre driving experience to become one of the best sedans in the compact class. The engine and transmission pleasantly combine to provide unobtrusive acceleration. The more sophisticated rear suspension facilitates a comfortable ride and nimble handling. The interior looks upscale, especially in the SR and SV trims; buyers can even get a power driver's seat, leather upholstery, and heated front seats. We found the rear seat to be relatively roomy, and the infotainment system is easy to use. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$20,050-$23,635
BASE PRICE RANGE

83
ROAD TEST

⇈
ADAS

⇊
RELIABILITY

↓
SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: S, SR, SV
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 (149 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **183**
Width (in.) **72**
Height (in.) **57**
Wheelbase (in.) **107**
Weight (lb.) **3,000**
% Weight Front/Rear **62/38**

CARGO MEASUREMENT
Max. Load (lb.) **880**
Cargo Volume, cu.ft. **14**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **32**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	⇊	⇊
Engine, Major	*	⇈	⇈
Engine, Minor	*	⇈	⇈
Engine, Cooling	*	⇈	⇈
Transmission, Major	*	⇈	⇈
Transmission, Minor	*	!	⇈
Drive System	*	⇊	⇈
Fuel System	*	⇈	⇈
Electrical	*	⇈	⇈
Climate System	*	⇈	⇊
Suspension	*	⇈	⇈
Brakes	*	⇊	⇊
Exhaust	*	⇈	⇈
Paint/Trim	*	⇊	!
Noises/Leaks	*	⇊	!
Body Hardware	*	⇈	⇈
Power Equipment	*	!	⇈
In-Car Electronics	*	!	↑

Nissan Titan

55 OVERALL SCORE

The light-duty Titan is more pleasant to drive than the Titan XD (Extra Duty), which has a stiff ride and clumsy handling, similar to a heavy-duty pickup's. The Titan comes with a smooth and punchy 5.6-liter V8. The roomy cabin has a variety of handy storage places, and the tailgate is damped, which is a nice touch. When properly equipped, the Titan can tow more than 9,000 pounds. It also has a built-in gooseneck trailer hitch for extra-heavy trailers. Recent updates included a nine-speed automatic, new interior and exterior styling, and an available 9-inch touchscreen infotainment system. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$39,950-$62,230
BASE PRICE RANGE

70 ROAD TEST | ▲▲ ADAS

▼ RELIABILITY | ▼ SATISFACTION

OVERVIEW

BODY STYLES: crew cab; extended cab

TRIM LINES: Platinum Reserve, PRO-4X, S, SV

DRIVE WHEELS: Rear, 4WD

SEATING: 3 front, 3 rear

ENGINES: 5.6-liter V8 (400 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **228**
Width (in.) **80**
Height (in.) **76**
Wheelbase (in.) **140**
Weight (lb.) **5,770**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **1,435**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **9,135**

FUEL
Regular
CR Overall mpg **16**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Nissan Versa

59 OVERALL SCORE

Although it's more stylish after the last redesign, the Nissan Versa remains a basic, inexpensive subcompact. Available as a sedan only, we found it to be easy to drive and user-friendly. But the Versa is no joy to drive, with its stiff ride, dull handling, and droning engine. Fuel economy is good at 32 mpg overall but not a standout, considering that a number of midsized sedans can match or better that. The driver's seat is short on support, and unlike in previous Versas, the rear seat is tight. AEB with pedestrian detection and AEB highway are standard. A more substantial used car can be had at the same price. But those who buy the Versa should look to the SV trim for its BSW, RCTW, and Android Auto/Apple CarPlay compatibility.

$15,830-$19,820
BASE PRICE RANGE

64 ROAD TEST | ▲ ADAS

● RELIABILITY | ▼ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: S, SR, SV

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 1.6-liter 4 (122 hp)

TRANSMISSIONS: 5-speed manual; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **177**
Width (in.) **69**
Height (in.) **57**
Wheelbase (in.) **103**
Weight (lb.) **2,670**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **840**
Cargo Volume, cu.ft. **15**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **32**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Nissan Z

NA
OVERALL SCORE

The redesigned 2023 Nissan Z evokes the classic proportions and lines of the original sports car. The two-seat, rear-drive Z has a potent 400-hp, 3.0-liter twin-turbo V6. The six-speed manual has well-chosen ratios that ensure a healthy punch. A rev-matching feature during downshifts is well calibrated and adds character. The optional nine-speed automatic shifts smoothly and decisively. Handling is nimble with quick responses to steering input. The ride is firm, but more livable than competitive sports cars like the Toyota Supra. The snug cabin is nicely furnished, including three analog gauges on top of the dashboard, one of them for turbo boost. The Z's hatchback design adds flexibility. Typical of the sports-car breed, it's difficult to get in and out and outward visibility is limited. AEB with pedestrian detection, AEB highway, BSW, and RCTW come standard.

$40,990-$53,990
BASE PRICE RANGE

NA
ROAD TEST

⇈
ADAS

❙
RELIABILITY

↑
SATISFACTION

OVERVIEW

BODY STYLES: coupe

TRIM LINES: Performance, Proto Spec, Sport

DRIVE WHEELS: Rear

SEATING: 2 front

ENGINES: 3.0-liter V6 turbo (400 hp)

TRANSMISSIONS: 9-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **172**
Width (in.) **73**
Height (in.) **52**
Wheelbase (in.) **100**
Weight (lb.) **3,485**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **450**
Cargo Volume, cu.ft. **7**
Towing Capacity (lb.) **NR**

FUEL
Premium
EPA Combined mpg **20**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*		*
Engine, Major	*		*
Engine, Minor	*		*
Engine, Cooling	*		*
Transmission, Major	*		*
Transmission, Minor	*		*
Drive System	*		*
Fuel System	*		*
Electrical	*		*
Climate System	*		*
Suspension	*		*
Brakes	*		*
Exhaust	*		*
Paint/Trim	*		*
Noises/Leaks	*		*
Body Hardware	*		*
Power Equipment	*		*
In-Car Electronics	*		*

Polestar 2

53
OVERALL SCORE

This tall hatchback from Volvo's EV sub-brand is based on the XC40 SUV. Its 78-kWh battery has an EPA-rated range of 260 miles for the dual-motor AWD version, which is competitive. A less expensive single-motor, front-wheel-drive version is also available. It takes over 10 hours to charge the battery from near-empty. The Polestar is quick and handles nimbly, but the ride is very stiff and choppy. The interior is drab and suffers from a cramped driving position and a tight back seat. At least the car's hatchback layout aids cargo-carrying versatility. The infotainment system is extremely distracting because of the convoluted menu structure. AEB with pedestrian detection and AEB highway are standard. Disappointingly, BSW and RCTW are optional instead of standard.

$48,400-$75,500
BASE PRICE RANGE

72
ROAD TEST

↑
ADAS

↓
RELIABILITY

⇈
SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback

TRIM LINES: Long Range Dual Motor, Long Range Single Motor

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (231 hp); Electric (408 hp); Electric (476 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **181**
Width (in.) **71**
Height (in.) **58**
Wheelbase (in.) **108**
Weight (lb.) **4,730**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **925**
Cargo Volume, cu.ft. **14**
Towing Capacity (lb.) **2,000**

FUEL
Electric
CR Overall mpge **100**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability		*	*
Engine, Major		*	*
Engine, Minor		*	*
Engine, Cooling		*	*
Transmission, Major		*	*
Transmission, Minor		*	*
Drive System		*	*
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*

Porsche 718 Boxster ✓

78
OVERALL SCORE

This well-honed convertible sports car is a delight to drive, whether you choose the seven-speed, dual-clutch automatic or the six-speed manual transmission. Both the 2.0- and 2.5-liter turbo engines deliver readily available power, and a stronger 4.0-liter six-cylinder is available. Impressive grip and balance make the car super-responsive and fun to drive. The ride is very firm but not too punishing. The cabin has a premium ambiance, but the button-overload controls take getting used to. Opening or closing the well-insulated power top takes 10 seconds and can be done even on the move, at up to 43 mph. The front trunk is a bonus. Disappointingly, only BSW is optional. Other important features such as AEB with pedestrian detection, AEB highway, and RCTW aren't even available. The 718 Cayman is essentially a 718 Boxster with a fixed roof.

$65,500-$92,400
BASE PRICE RANGE

95 ROAD TEST
Opt. ADAS
● RELIABILITY
↑ SATISFACTION

OVERVIEW

BODY STYLES: convertible
TRIM LINES: 25 years, Base, GTS, S, Spyder, T
DRIVE WHEELS: Rear
SEATING: 2 front
ENGINES: 2.0-liter 4 turbo (300 hp); 2.5-liter 4 turbo (350 hp); 4.0-liter 6 (394 hp); 4.0-liter 6 (414 hp); 4.0-liter 6 (493 hp)
TRANSMISSIONS: 6-speed manual; 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **172**
Width (in.) **71**
Height (in.) **50**
Wheelbase (in.) **97**
Weight (lb.) **3,150**
% Weight Front/Rear **44/56**

CARGO MEASUREMENT
Max. Load (lb.) **485**
Cargo Volume, cu.ft. **4**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **26**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Porsche 911

NA
OVERALL SCORE

The 911's silhouette and rear-engine layout are hallmarks of this classic sports-car icon. Both rear- and all-wheel drive are available. A 379-hp, 3.0-liter turbo six-cylinder engine and eight-speed dual-clutch automatic are standard. Purists will rejoice at the fact that the 911 still offers a seven-speed manual transmission on Carrera S and GTS models. We found the 911's sharp handling to be a treat, and the power and exhaust sound are invigorating. Ride comfort is civilized compared with other sports cars, and the seats are super-comfortable. A tiny rear seat and a frunk, or front trunk, offer a touch of practicality. An updated infotainment system includes a 10.9-inch touchscreen. While AEB with pedestrian detection and AEB highway are standard, BSW and RCTW should be standard instead of optional on a car in this price range.

$106,100-$272,300
BASE PRICE RANGE

NA ROAD TEST
↑ ADAS
● RELIABILITY
⇈ SATISFACTION

OVERVIEW

BODY STYLES: convertible; coupe
TRIM LINES: 50 Years, Carrera, Carrera 4 GTS, Carrera 4S, Carrera GTS, Carrera S, Carrera T, GT3, GT3 RS, Sport Classic, Targa 4, Targa 4 GTS, Targa 4S, Turbo, Turbo S
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 2 rear
ENGINES: 3.0-liter 6 turbo (379 hp); 3.0-liter 6 turbo (443 hp); 3.0-liter 6 turbo (473 hp); 3.7-liter 6 turbo (543 hp); 3.8-liter 6 turbo (572 hp); 3.8-liter 6 turbo (640 hp); 4.0-liter 6 (502 hp); 4.0-liter 6 (518 hp)
TRANSMISSIONS: 6-speed manual; 7-speed manual; 7-speed sequential; 8-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **178**
Width (in.) **73**
Height (in.) **51**
Wheelbase (in.) **97**
Weight (lb.) **3,380**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **995**
Cargo Volume, cu.ft. **5**
Towing Capacity (lb.) **NR**

FUEL
Premium
EPA Combined mpg **NA**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Porsche Cayenne ✓

70
OVERALL SCORE

Few SUVs can match the Cayenne when it comes to handling agility. But the ride has an underlying firmness, and some jolts come through. With the base 3.0-liter V6 turbo, acceleration is robust once on the fly, but the Cayenne exhibits some initial hesitation off the line and the rough engine stop/start feature undermines smoothness. A freshening for 2024 brings interior updates inspired by the Taycan EV, including a curved display that houses Porsche's latest infotainment system. Interior fit and finish is impeccable, however. The seats are very comfortable and supportive. The hybrid pairs a V6 and an electric motor for a total of 463 hp. AEB with pedestrian detection and AEB highway are standard. A vehicle in this class should have standard BSW and RCTW instead of optional.

$79,200-$196,300
BASE PRICE RANGE

84 ROAD TEST	▲ ADAS
! RELIABILITY	▲▲ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV; coupe

TRIM LINES: Base, E-Hybrid, GTS, Platinum, S, Turbo, Turbo GT, Turbo S E-Hybrid

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 3.0-liter V6 turbo (348 hp); 3.0-liter V6 hybrid (463 hp); 4.0-liter V8 turbo (468 hp); 4.0-liter V8 turbo (650 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **194**
Width (in.) **78**
Height (in.) **67**
Wheelbase (in.) **114**
Weight (lb.) **4,680**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,475**
Cargo Volume, cu.ft. **32**
Towing Capacity (lb.) **7,715**

FUEL
Premium
CR Overall mpg **21**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Porsche Macan ✓

73
OVERALL SCORE

The Macan combines much of the performance and feel of Porsche's sports cars in a small SUV. Turbocharged four-cylinder and V6 engines are available. Though based on the previous-generation Audi Q5, the power, handling, and engine sound are true Porsche. In fact, this is one of the best-handling SUVs we've ever tested. The seats, fit and finish, and attention to detail are first-rate. The firm ride is steady and controlled but you won't mistake it for being at all plush. The cabin is quite snug, and the center console has a dizzying array of buttons that can be confusing at first. Though the Macan isn't meant for utilitarian tasks, it possesses impressively high towing and payload capacities. While AEB with pedestrian detection and AEB highway are standard, BSW is optional and RCTW isn't offered, both of which are disappointing for a vehicle at this price level.

$57,500-$82,900
BASE PRICE RANGE

79 ROAD TEST	▲ ADAS
! RELIABILITY	▲ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Base, GTS, S, T

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (261 hp); 2.9-liter V6 turbo (375 hp); 2.9-liter V6 turbo (434 hp)

TRANSMISSIONS: 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **185**
Width (in.) **76**
Height (in.) **64**
Wheelbase (in.) **111**
Weight (lb.) **4,415**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **1,150**
Cargo Volume, cu.ft. **29**
Towing Capacity (lb.) **4,410**

FUEL
Premium
CR Overall mpg **19**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Porsche Panamera

NA
OVERALL SCORE

This large four-door luxury car hides beneath a coupe silhouette and retains its versatile hatchback configuration. Turbocharged V6 and V8 engines provide plenty of motivation, and three hybrid powertrains are offered. An optional air suspension and active safety features are also available. The Panamera delivers performance and agility, along with enough room for four adults to ride comfortably. All versions except for the base car come with all-wheel drive. The interior features a large touchscreen that's used to interact with the audio, phone, and navigation functions. The electronic gear selector is confusing to use, and the piano-black buttons that surround it create visual and sensory overload. While AEB with pedestrian detection and AEB highway are standard, BSW is optional and RCTW isn't offered, both of which are disappointing for a near-$100,000 car.

$92,400-$206,800
BASE PRICE RANGE

NA ROAD TEST	▲ ADAS
! RELIABILITY	▲ SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback

TRIM LINES: 4, 4S, Base, E-Hybrid, Executive, GTS, Platinum, Sport Turismo, Turbo S

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 2 rear

ENGINES: 2.9-liter V6 turbo (325 hp, 443 hp); 2.9-liter V6 hybrid (455 hp, 552 hp); 4.0-liter V8 turbo (473 hp); 4.0-liter V8 turbo (620 hp); 4.0-liter V8 hybrid (689 hp)

TRANSMISSIONS: 8-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **199**
Width (in.) **78**
Height (in.) **56**
Wheelbase (in.) **116**
Weight (lb.) **4,125**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **990**
Cargo Volume, cu.ft. **18**
Towing Capacity (lb.) **NR**

FUEL
Premium
EPA Combined mpg **NA**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Porsche Taycan

61
OVERALL SCORE

Porsche's four-door EV is quick, agile, and very enjoyable to drive. The 4S Plus version's EPA-rated range is 235 miles. Charging time on a 240-volt connector takes a long 11 hours for the larger 93-kWh battery, but it can charge at an impressive rate of 270 kW at a public DC fast charger. The front seats are very comfortable, but the rear seats are tight. Visibility to the rear and sides is hindered by the sloping roof. There's a decently sized rear trunk and a small front trunk. The touchscreen-based controls are complicated and unintuitive even after repeated use, and the EV-related displays aren't very prominent. Interior ambience is less impressive than it is in other Porsche models. A wagon version and a RWD model are also available. AEB with pedestrian detection and AEB highway are standard. For a vehicle in its class, BSW and RCTW should be standard instead of optional.

$86,700-$190,000
BASE PRICE RANGE

86 ROAD TEST	▲ ADAS
▼ RELIABILITY	▲ SATISFACTION

OVERVIEW

BODY STYLES: sedan; wagon

TRIM LINES: 4, 4S, Base, GTS, Turbo, Turbo S

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (402 hp); Electric (469 hp); Electric (522 hp); Electric (562 hp); Electric (590 hp); Electric (670 hp); Electric (750 hp)

TRANSMISSIONS: 2-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **195**
Width (in.) **78**
Height (in.) **54**
Wheelbase (in.) **114**
Weight (lb.) **5,095**
% Weight Front/Rear **49/51**

CARGO MEASUREMENT
Max. Load (lb.) **830**
Cargo Volume, cu.ft. **14**
Towing Capacity (lb.) **NR**

FUEL
Electric
CR Overall mpg **77**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Ram 1500 ✓

68 OVERALL SCORE

The Ram 1500 is the most comfortable-riding full-sized pickup truck, partly because of its coil-spring rear suspension. The 5.7-liter V8 is smooth, and the mild-hybrid option makes for a seamless engine stop/start system at stoplights. We got 17 mpg overall with the 5.7, and in our tests the 3.0-liter V6 diesel garnered 23 mpg overall. Handling is secure and responsive for such a large truck. The cabin is extremely quiet. In most versions, four-wheel drive can remain engaged indefinitely. Rear-seat room is generous, and the Uconnect touchscreen infotainment system is easy to use. The top Limited trim is lavishly furnished and features an enormous 12-inch touchscreen. The off-road-ready TRX version packs a 702-hp supercharged V8. AEB with pedestrian detection, AEB highway, BSW, and RCTW are all optional.

$37,410-$84,355
BASE PRICE RANGE

83 ROAD TEST	Opt. ADAS
! RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: crew cab; extended cab

TRIM LINES: Big Horn, HFE, Laramie, Limited, Limited Longhorn, Rebel, Tradesman, TRX

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear

ENGINES: 3.0-liter V6 turbodiesel (260 hp); 3.6-liter V6 (305 hp); 5.7-liter V8 (395 hp); 6.2-liter V8 supercharged (702 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **233**
Width (in.) **82**
Height (in.) **78**
Wheelbase (in.) **145**
Weight (lb.) **5,355**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **1,690**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **11,340**

FUEL
Electric or regular
CR Overall mpg **17-23**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	!	!	↓
Engine, Major	↑	⇈	⇈
Engine, Minor	↓	!	↑
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	↑	!
Fuel System	↑	!	⇈
Electrical	⇊	⇈	⇈
Climate System	!	⇈	⇈
Suspension	↑	!	⇈
Brakes	↑	⇈	⇈
Exhaust	!	↑	⇈
Paint/Trim	⇈	↑	!
Noises/Leaks	⇊	!	!
Body Hardware	↑	⇈	⇈
Power Equipment	⇈	⇈	⇈
In-Car Electronics	↓	!	⇊

Rivian R1S

NA OVERALL SCORE

This three-row electric SUV has an EPA-rated range of 260 to 340 miles, depending on the chosen battery and tire size. The R1S is quick and it handles with relative agility. The ride is stiff legged and electric motor whine is noticeable at low speeds. The level of regenerative braking is not very customizable. The interior is uncluttered, but the controls are extremely distracting and unintuitive, because almost every task including adjusting the air vents is done through the screen. The seats are comfortable and use synthetic leather. A frunk, or front trunk, adds cargo space. DC-fast charging in public places is supposedly capable of taking a max acceptance rate of 200 kW but we haven't seen anywhere close to that. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$78,000-$92,000
BASE PRICE RANGE

NA ROAD TEST	⇈ ADAS
NA RELIABILITY	NA SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Adventure, Explore

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: Electric (600 hp); Electric (700 hp); Electric (835 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **201**
Width (in.) **82**
Height (in.) **77**
Wheelbase (in.) **121**
Weight (lb.) **5,840**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **1,360**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **7,700**

FUEL
Electric
EPA Combined mpge **71**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, Major			*
Transmission, Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

⇊ ↓ ! ↑ ⇈ | ✓
WORSE ⟷ BETTER | RECOMMENDED

Rivian R1T

63 OVERALL SCORE

The R1T is a five-passenger electric crew-cab pickup. It's very quick and quiet, rides comfortably, and handles with agility. The 135-kWh battery supplies an EPA-rated driving range of 328 miles. It's impressively capable off-road, thanks to individual motors powering each wheel. However, the regenerative braking system is too strong, resulting in an abruptness every time the driver adjusts their throttle position; it takes a lot of concentration to drive smoothly. The swanky interior has an uncluttered, high-tech vibe, but several common tasks entail multiple steps through the touchscreen, which is distracting. The R1T has a large front trunk and an innovative transverse tunnel between the cab and bed for storage. AEB with pedestrian detection, AEB highway, BSW, and RCTW come standard.

$73,000-$85,000
BASE PRICE RANGE

87 ROAD TEST	⇈ ADAS
↓ RELIABILITY	⇈ SATISFACTION

OVERVIEW

BODY STYLES: crew cab

TRIM LINES: Adventure, Explore

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (600 hp); Electric (700 hp); Electric (835 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **217**
Width (in.) **82**
Height (in.) **78**
Wheelbase (in.) **136**
Weight (lb.) **6,925**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **1,625**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **11,000**

FUEL
Electric
CR Overall mpge **70**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, Major			*
Transmission, Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

Subaru Ascent ✓

76 OVERALL SCORE

The Ascent is a very functional, easy-to-live-with three-row midsized SUV. Its turbocharged four-cylinder engine delivers ample power in daily driving and returned 22 mpg overall in our tests. The jumpy initial takeoff takes some getting used to, however. The Ascent's plush ride is steady and controlled, and the suspension does an excellent job mopping up bumps. Handling agility is not an Ascent strength; the steering is vague and the body leans noticeably when pushed through corners, but it proved to be ultimately secure at its handling limits. The cabin is quiet, and the second-row captain's seats are roomy and comfortable. Even the third row is usable for shorter trips. Controls are very straightforward. AEB with pedestrian detection and AEB highway are standard, but BSW and RCTW are optional.

$33,895-$48,195
BASE PRICE RANGE

90 ROAD TEST	↑ ADAS
! RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Base, Limited, Onyx Edition, Onyx Edition Limited, Premium, Touring

DRIVE WHEELS: AWD

SEATING: 2 front, 2 rear, 3 third

ENGINES: 2.4-liter 4 turbo (260 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **197**
Width (in.) **76**
Height (in.) **72**
Wheelbase (in.) **114**
Weight (lb.) **4,550**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT
Max. Load (lb.) **1,160**
Cargo Volume, cu.ft. **40.5**
Towing Capacity (lb.) **5,000**

FUEL
Regular
CR Overall mpg **22**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↓	↑	↑
Engine, Major	⇈	⇈	⇈
Engine, Minor	!	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	↓	⇈	⇈
Transmission, Minor	⇊	↑	⇈
Drive System	!	⇈	⇈
Fuel System	↑	⇈	⇈
Electrical	!	⇈	⇈
Climate System	↑	⇈	↑
Suspension	↑	⇈	⇈
Brakes	⇊	↓	!
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	↓	↓	!
Body Hardware	!	⇈	⇈
Power Equipment	!	⇈	↑
In-Car Electronics	!	!	!

Subaru BRZ ✓

78
OVERALL SCORE

The rear-wheel-drive BRZ is all about accessible driving fun. A low center of gravity, light weight, sharp steering, and firm suspension tuning aid the car's pinpoint cornering abilities. A close-ratio six-speed manual and a responsive 228-hp four-cylinder contribute to the coupe's alluring character; a six-speed automatic is available, though it dilutes the driver engagement. There's a constant barrage of road and engine noise, however, and getting in and out of the low-slung car is a chore. Controls are simple and intuitive. A small trunk and a tiny rear seat add a dash of practicality. AEB with pedestrian detection and AEB highway come with the automatic, but aren't available on manual-transmission models. At least BSW and RCTW come standard on the Limited trim, regardless of transmission. The BRZ's sister car, the Toyota GR86, has a stiffer ride but no discernible handling difference.

$28,595-$32,795
BASE PRICE RANGE

86 ROAD TEST	**Opt.** ADAS
! RELIABILITY	⇈ SATISFACTION

OVERVIEW

BODY STYLES: coupe
TRIM LINES: Limited, Premium
DRIVE WHEELS: Rear
SEATING: 2 front, 2 rear
ENGINES: 2.4-liter 4 (228 hp)
TRANSMISSIONS: 6-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **168**
Width (in.) **70**
Height (in.) **52**
Wheelbase (in.) **101**
Weight (lb.) **2,835**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **700**
Cargo Volume, cu.ft. **6**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **27**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*		*
Engine, Major	*		*
Engine, Minor	*		*
Engine, Cooling	*		*
Transmission, Major	*		*
Transmission, Minor	*		*
Drive System	*		*
Fuel System	*		*
Electrical	*		*
Climate System	*		*
Suspension	*		*
Brakes	*		*
Exhaust	*		*
Paint/Trim	*		*
Noises/Leaks	*		*
Body Hardware	*		*
Power Equipment	*		*
In-Car Electronics	*		*

Subaru Crosstrek

NA
OVERALL SCORE

The Crosstrek got an evolutionary redesign for 2024. The EyeSight driver assistance system is now standard and includes AEB with pedestrian detection, although BSW and RCTW are available only on higher trims. A few performance and design tweaks improve interior and ride comfort. However, the basic formula of this small SUV remains the same: It's still a raised Impreza hatchback with a comfortable ride and standard all-wheel drive. A rugged-looking Sport version gets bright yellow accent trim, while a Wilderness trim has a taller ride height and a more rugged suspension. Two engine options carry over from 2023, but the manual transmission and plug-in hybrid version are gone. The interior is similar in design to the Forester or Outback, and the rear seats fold flat for more cargo capacity. An 11.6-inch touchscreen is optional.

$24,995-$31,995
BASE PRICE RANGE

NA ROAD TEST	↑ ADAS
↑ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Base, Limited, Premium, Sport, Wilderness
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 (152 hp); 2.5-liter 4 (182 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **176**
Width (in.) **71**
Height (in.) **63**
Wheelbase (in.) **105**
Weight (lb.) **3,295**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **3,500**

FUEL
Regular
EPA Combined mpg **29**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	↑	⇈
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	↑	⇈	⇈
Fuel System	⇈	⇈	⇈
Electrical	↑	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	↑	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	↓	⇈	⇈
Noises/Leaks	⇈	↑	⇈
Body Hardware	⇈	⇈	⇈
Power Equipment	⇈	⇈	⇈
In-Car Electronics	!	↑	⇈

Subaru Forester ✓

87
OVERALL SCORE

The Forester is a no-nonsense small SUV that delivers a combination of a roomy interior, excellent visibility, commendable fuel economy, simple controls, a comfortable ride, and responsive handling. The 2.5-liter four-cylinder combined with the continuously variable transmission yields 28 mpg overall, which is among the best in its class. But acceleration is a bit tepid, and the engine's coarse hum gets loud at high revs. The cabin is roomy, with a particularly generous rear seat, and access is very easy. The controls are simple to use and within easy reach of the driver. The off-road-oriented Wilderness version has extra ground clearance. While AEB with pedestrian detection and AEB highway are standard, BSW and RCTW are optional.

$26,495-$36,795
BASE PRICE RANGE

90 ROAD TEST | ↑ ADAS
↑ RELIABILITY | ↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Base, Limited, Premium, Sport, Touring, Wilderness
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.5-liter 4 (182 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **183**
Width (in.) **72**
Height (in.) **68**
Wheelbase (in.) **105**
Weight (lb.) **3,485**
% Weight Front/Rear **58/32**

CARGO MEASUREMENT
Max. Load (lb.) **900**
Cargo Volume, cu.ft. **36.5**
Towing Capacity (lb.) **1,500**

FUEL
Regular
CR Overall mpg **28**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	↑	⇈
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Fuel System	⇈	⇈	⇈
Electrical	↑	⇈	⇈
Climate System	↑	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	↑	⇈	⇈
Noises/Leaks	↑	↑	⇈
Body Hardware	↑	⇈	⇈
Power Equipment	⇈	⇈	⇈
In-Car Electronics	↑	↑	I

Subaru Impreza

NA
OVERALL SCORE

The redesigned 2024 Impreza will now come strictly as a hatchback, without the choice of a sedan body style. The trim choices have been simplified as well, with just Base, Sport, and RS. The standard engine is a carryover from the 2023 model, a 152-hp, 2.0-liter flat four-cylinder. But the new RS trim has a more lively 182-hp, 2.5-liter flat-four. Both engines are matched to a continuously variable transmission, and all-wheel drive is again standard. All Imprezas come standard with the latest version of the EyeSight suite of active safety systems. Subaru claims that the system works faster and under a wider range of conditions than before. The top trim RS adds standard BSW and RCTW.

$22,995-$27,885
BASE PRICE RANGE

NA ROAD TEST | ↑ ADAS
I RELIABILITY | I SATISFACTION

OVERVIEW

BODY STYLES: wagon
TRIM LINES: Base, RS, Sport
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 (152 hp); 2.5-liter 4 (182 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **176**
Width (in.) **70**
Height (in.) **58**
Wheelbase (in.) **105**
Weight (lb.) **3,330**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **NR**

FUEL
Regular or premium
EPA Combined mpg **30**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	I	I	↑
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	I	⇈	⇈
Fuel System	⇈	⇈	I
Electrical	↓	⇊	⇈
Climate System	⇈	⇈	I
Suspension	↑	⇈	⇈
Brakes	↓	⇈	⇈
Exhaust	⇈	⇈	I
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	↓	I	⇈
Body Hardware	I	⇈	⇈
Power Equipment	⇈	⇊	⇈
In-Car Electronics	↑	⇊	⇈

Subaru Legacy ✓

80 OVERALL SCORE

The Legacy provides a super-comfortable ride that outshines some luxury cars. Handling is responsive but not sporty. This AWD sedan is fitted with a choice of two four-cylinder engines: a 182-hp, 2.5-liter and a 260-hp, turbocharged 2.4-liter. The 2.5 liter has just enough power for most situations and got a decent 28 mpg overall, but it makes an unpleasant roar when pushed. The turbo engine delivers strong acceleration and is quieter. We like that the well-tuned continuously variable transmission mimics the shift patterns of conventional automatics. The large infotainment screen hides common tasks deep in menus, and the system can be slow to respond to inputs. AEB with pedestrian detection and AEB highway come standard, but BSW and RCTW are optional.

$24,395-$37,695
BASE PRICE RANGE

89 ROAD TEST	▲ ADAS
! RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Base, Limited, Premium, Sport, Touring XT

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.4-liter 4 turbo (260 hp); 2.5-liter 4 (182 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **191**
Width (in.) **72**
Height (in.) **59**
Wheelbase (in.) **108**
Weight (lb.) **3,510**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **15**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **28**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	▼	▲	!
Engine, Major	▼▼	▲▲	▲▲
Engine, Minor	!	▲▲	▼
Engine, Cooling	▲	▲▲	▲▲
Transmission, Major	▲▲	▲▲	▲▲
Transmission, Minor	▲	▲▲	▲▲
Drive System	!	▲▲	▲▲
Fuel System	▼	▲▲	▲▲
Electrical	▼▼	▲▲	▲
Climate System	▲	▲	▲▲
Suspension	▲	▲▲	▲▲
Brakes	▲▲	▲▲	▲▲
Exhaust	▲▲	▲▲	▲▲
Paint/Trim	▲▲	▲▲	▲▲
Noises/Leaks	▼	▲	▲
Body Hardware	▲	▲▲	▲
Power Equipment	▲▲	▲	▲
In-Car Electronics	▼▼	▼▼	!

Subaru Outback ✓

80 OVERALL SCORE

Subaru's Outback is a smart alternative to an SUV. Although its roofline is lower than a typical SUV (it's more like a tall wagon), the Outback can easily haul long items. The base 2.5-liter four-cylinder works fine during regular driving around town, but can feel strained when quicker speed is needed. The optional 260-hp, 2.4-liter turbo engine transforms the wagon with effortless acceleration. The ride is very comfortable, and handling is responsive and secure. Some tasks through the large infotainment screen require more than one step, however, and the system is slow to respond to inputs. Thoughtful details, such as built-in crossbars and a dual-position cargo cover, are nice touches. The Wilderness model has higher ground clearance. AEB with pedestrian detection and AEB highway come standard, but BSW and RCTW are optional.

$28,395-$42,295
BASE PRICE RANGE

89 ROAD TEST	▲ ADAS
! RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: wagon

TRIM LINES: Base, Limited, Limited XT, Onyx, Onyx XT, Premium, Touring, Touring XT, Wilderness

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.4-liter 4 turbo (260 hp); 2.5-liter 4 (182 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **192**
Width (in.) **74**
Height (in.) **66**
Wheelbase (in.) **108**
Weight (lb.) **3,915**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **900**
Cargo Volume, cu.ft. **37**
Towing Capacity (lb.) **3,500**

FUEL
Regular
CR Overall mpg **24**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	!	!	▲
Engine, Major	▲	▲▲	▲▲
Engine, Minor	!	▲	▲▲
Engine, Cooling	▲▲	▲▲	▲▲
Transmission, Major	▲▲	▲▲	▲▲
Transmission, Minor	▲▲	▲▲	▲▲
Drive System	▲▲	▲▲	▲▲
Fuel System	▲▲	▲▲	▲▲
Electrical	▼▼	!	▲
Climate System	▲▲	!	▲▲
Suspension	▲▲	▲▲	▲▲
Brakes	▲▲	▲▲	▲▲
Exhaust	▲▲	▲▲	▲▲
Paint/Trim	▲	▲	▲▲
Noises/Leaks	!	▼	▲
Body Hardware	!	▲	▲▲
Power Equipment	▼	!	▲▲
In-Car Electronics	▼▼	▼▼	▼▼

Subaru Solterra ✓

75 OVERALL SCORE

The Solterra is Subaru's first-ever electric vehicle and is essentially a Toyota bZ4X. It comes with front and rear motors to form an all-wheel-drive system. It has a functional small-SUV interior, but its EPA-estimated driving range of 222 miles is shorter than the competition's. The power is smooth and predictable, but with just 215 hp the Solterra is behind the competition. Handling is agile, and the ride is mostly comfortable. Oddly, there is no glove box or a rear wiper. With a weak 6.6-kilowatt onboard charger, home charging is on the slow side. With a maximum acceptance rate of just 100 kW, DC fast charging at public stations is also skimpy. AEB with pedestrian detection, AEB highway, BSW, and RCTW come standard.

$44,995-$51,995
BASE PRICE RANGE

77 ROAD TEST	⇈ ADAS
! RELIABILITY	⌃ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Limited, Premium, Touring
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (215 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **185**
Width (in.) **73**
Height (in.) **65**
Wheelbase (in.) **112**
Weight (lb.) **4,415**
% Weight Front/Rear **54/46**

CARGO MEASUREMENT
Max. Load (lb.) **925**
Cargo Volume, cu.ft. **29**
Towing Capacity (lb.) **NR**

FUEL
Electric
CR Overall mpge **102**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

Subaru WRX

63 OVERALL SCORE

The WRX features a 271-hp, 2.4-liter turbo flat-four engine, with a choice of a six-speed manual or a CVT. The car pulls strongly, and the manual shifter and clutch are more forgiving than before. Handling is agile, and the car has tenacious tire grip in corners. But the ride is very stiff, and the cabin gets quite loud due to elevated levels of road and engine noise. Most controls are logically placed and easy to use, but many of the climate functions integrated into the slow-responding infotainment screen require multiple steps. A new top-level GT trim brings heavily bolstered Recaro front seats, a driver-adjustable suspension, and further active safety and driver assistance features. Only versions equipped with the CVT come with AEB with pedestrian detection and AEB highway. BSW and RCTW are standard on the top two trims but unavailable on the lower trims.

$30,605-$43,395
BASE PRICE RANGE

83 ROAD TEST	Opt. ADAS
⌄ RELIABILITY	⌃ SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: Base, GT, Limited, Premium
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.4-liter 4 turbo (271 hp)
TRANSMISSIONS: 6-speed manual; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **184**
Width (in.) **72**
Height (in.) **58**
Wheelbase (in.) **105**
Weight (lb.) **3,345**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **13**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **25**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Tesla Model 3 ✓

78
OVERALL SCORE

The Model 3 has swift acceleration and remarkably agile handling. Though the front seats and driving position are terrific, the ride is very stiff and choppy, and the rear seat is uncomfortable. The Long Range version is rated at 358 miles of range. It takes 12 hours to charge on a 32-amp, 240-volt connector. The ability to fast charge at Tesla supercharger venues is a major advantage on a long trip. Annoyingly, adjusting the mirrors must be performed in conjunction with the center touchscreen. The Autopilot active driving assistance system can maintain the car's speed and keep it in its lane, but it isn't designed to react to all driving conditions, so drivers must remain constantly engaged. There isn't a proper BSW system; instead, images of nearby cars are displayed on the center screen, which can be distracting to the driver.

$40,240-$53,240
BASE PRICE RANGE

82 ROAD TEST	🔼 ADAS
! RELIABILITY	🔼 SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Base, Long Range, Performance

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (271 hp); Electric (282 hp); Electric (455 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **185**
Width (in.) **73**
Height (in.) **57**
Wheelbase (in.) **113**
Weight (lb.) **3,895**
% Weight Front/Rear **48/52**

CARGO MEASUREMENT
Max. Load (lb.) **890**
Cargo Volume, cu.ft. **15**
Towing Capacity (lb.) **NR**

FUEL
Electric
CR Overall mpge **132**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	!	!	🔼
Engine, Major	⏫	⏫	⏫
Engine, Minor	🔼	⏫	⏫
Engine, Cooling	⏫	⏫	⏫
Transmission, Major	⏫	⏫	⏫
Transmission, Minor	⏫	⏫	⏫
Drive System	🔼	⏫	⏫
Fuel System	⏫	⏫	⏫
Electrical	🔼	⏫	⏫
Climate System	⏫	!	⏫
Suspension	🔼	⏫	⏫
Brakes	⏫	⏫	⏫
Exhaust	⏫	⏫	⏫
Paint/Trim	🔽	⏬	🔼
Noises/Leaks	⏬	⏬	🔼
Body Hardware	🔽	⏬	⏫
Power Equipment	🔼	🔼	⏫
In-Car Electronics	!	!	⏫

Tesla Model S

62
OVERALL SCORE

The fully electric Model S has an EPA-estimated driving range of more than 400 miles, and the ability to use Tesla's supercharging network in public places is a major plus. Performance is exceptional, with quiet and thrilling acceleration, pinpoint handling, and a firm yet comfortable ride. The hatchback design aids versatility, and the frunk, or front trunk, is a bonus. But the controls are extremely unintuitive because Tesla has eliminated the steering-wheel stalks for the turn signals and wipers. Many common functions are performed through the yoke, which is a small, half steering wheel that brings serious compromises in usability and maneuverability. Instead of a side-mirror-based BSW system, the Model S displays images of cars in adjacent lanes within the instrument cluster, which is a poor substitute.

$87,490-$107,490
BASE PRICE RANGE

88 ROAD TEST	🔼 ADAS
🔽 RELIABILITY	🔼 SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Long Range, Plaid, Standard

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (670 hp); Electric (1020 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **196**
Width (in.) **77**
Height (in.) **57**
Wheelbase (in.) **117**
Weight (lb.) **4,625**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **890**
Cargo Volume, cu.ft. **32**
Towing Capacity (lb.) **NR**

FUEL
Electric
CR Overall mpge **120**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	⏬	🔽	!
Engine, Major	!	⏫	⏫
Engine, Minor	⏫	🔼	⏫
Engine, Cooling	⏫	⏫	⏫
Transmission, Major	⏫	⏫	⏫
Transmission, Minor	⏫	⏫	⏫
Drive System	⏬	⏫	⏫
Fuel System	⏫	⏫	⏫
Electrical	!	🔼	⏫
Climate System	⏬	⏫	⏫
Suspension	🔽	⏬	⏫
Brakes	!	⏫	⏫
Exhaust	⏫	⏫	⏫
Paint/Trim	⏬	⏬	!
Noises/Leaks	⏬	⏬	⏬
Body Hardware	⏬	⏬	⏬
Power Equipment	!	🔼	🔽
In-Car Electronics	🔽	⏬	🔼

Tesla Model X

52 OVERALL SCORE

The Model X is more showy than practical. It features massive “Falcon Wing” rear doors that very slowly open up and out of the way. There are five-, six-, or seven-passenger seating configurations, but the second-row captain’s chairs don’t fold, compromising utility. The X is very quick and handles nimbly in corners. But the excessively stiff ride and pronounced wind noise aren’t befitting the high price and luxury status. The new yoke steering wheel makes driving very awkward, and controls are extremely unintuitive. Charge times are long, but the ability to use Tesla’s supercharging in some rest areas is a plus. AEB with pedestrian detection and AEB highway are standard. There isn’t a proper BSW system; instead, images of nearby cars are displayed on the center screen, which can be distracting to the driver.

$97,940-$107,490
BASE PRICE RANGE

72 ROAD TEST	↑ ADAS
↓ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Long Range, Plaid
DRIVE WHEELS: AWD
SEATING: 2 front, 2 rear, 2 third
ENGINES: Electric (670 hp); Electric (1020 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **198**
Width (in.) **82**
Height (in.) **64**
Wheelbase (in.) **117**
Weight (lb.) **5,415**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **1,170**
Cargo Volume, cu.ft. **26**
Towing Capacity (lb.) **5,000**

FUEL
Electric
CR Overall mpge **102**

RELIABILITY HISTORY

	’20	’21	’22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Tesla Model Y

73 OVERALL SCORE

The Model Y is essentially an SUV version of the Model 3, sharing key underpinnings and features. It’s quick and agile and the ability to use Tesla’s supercharging network is a major advantage. But it also has a distracting control layout and a stiff ride. The AWD Long Range version has an EPA-estimated 330-mile driving range. Charging from almost empty takes 10 hours on a 240-volt connector, but it is quicker with Tesla’s wall charger. The Model Y is taller and roomier than the Model 3. As such, rear-seat room is much better and the hatchback layout provides more versatility. Both five- and seven-passenger seating configurations are available. There isn’t a proper BSW system; instead, images of nearby cars are displayed on the center screen, which can be distracting to the driver.

$47,240-$54,240
BASE PRICE RANGE

90 ROAD TEST	↑ ADAS
↓ RELIABILITY	⇈ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Long Range, Performance
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (384 hp); Electric (456 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **187**
Width (in.) **76**
Height (in.) **64**
Wheelbase (in.) **114**
Weight (lb.) **4,375**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **830**
Cargo Volume, cu.ft. **25**
Towing Capacity (lb.) **3,500**

FUEL
Electric
CR Overall mpge **122**

RELIABILITY HISTORY

	’20	’21	’22
Overall Reliability	↓	↓	I
Engine, Major	⇈	↑	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	↓	↑	⇈
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇊	⇊	⇈
Suspension	⇊	↑	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇊	↓	⇊
Noises/Leaks	⇊	↓	⇊
Body Hardware	⇊	⇊	⇊
Power Equipment	↑	↑	⇈
In-Car Electronics	↓	↑	I

Toyota 4Runner

59 OVERALL SCORE

It's tough for off-roading, but otherwise the 4Runner falls short of most midsized SUVs. The powerful but rough-sounding 4.0-liter V6 is thirsty, delivering just 18 mpg overall. The ride is unsettled, and handling is clumsy, with noticeable body lean while cornering. A high step-in and low ceiling compromise both the access and driving position. Ground clearance is generous, and underbody skid plates are standard. The part-time 4WD system includes a low range for challenging off-road conditions; Limited trims get a 4WD system that can stay engaged indefinitely. We like the easy-to-use controls, which feature big buttons and knobs. A tiny third-row seat is optional, and the power-retractable rear window is handy. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$39,555-$54,020
BASE PRICE RANGE

53 ROAD TEST	▲▲ ADAS
▲ RELIABILITY	▲ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: 40th Anniv., Limited, SR5, SR5 Premium, TRD Off-Road, TRD Off-Road Premium, TRD Pro, TRD Sport

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 4.0-liter V6 (270 hp)

TRANSMISSIONS: 5-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **190**
Width (in.) **76**
Height (in.) **72**
Wheelbase (in.) **110**
Weight (lb.) **4,665**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **1,155**
Cargo Volume, cu.ft. **44.5**
Towing Capacity (lb.) **5,000**

FUEL
Regular
CR Overall mpg **17**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	!	▲▲	▲▲
Engine, Major	▲	▲▲	▲▲
Engine, Minor	!	▲▲	▲▲
Engine, Cooling	▲	▲▲	▲▲
Transmission, Major	▲▲	▲▲	▲▲
Transmission, Minor	▲▲	▲▲	▲▲
Drive System	▼	▲▲	▲▲
Fuel System	▲▲	▲▲	▲▲
Electrical	▼	▲▲	▲▲
Climate System	▲▲	▲▲	▲▲
Suspension	▲	▲▲	▲▲
Brakes	▼▼	▲▲	▲▲
Exhaust	▲▲	▲▲	▲▲
Paint/Trim	▼▼	▼	!
Noises/Leaks	▲	▼	▲▲
Body Hardware	▲▲	▲▲	▲▲
Power Equipment	▲	▲▲	▲▲
In-Car Electronics	▲	!	▲

Toyota bZ4X ✔

75 OVERALL SCORE

The bZ4X SUV is Toyota's first ground-up EV. Sized like the RAV4, the front-wheel-drive bZ4X has a 201-hp motor, a 71.4-kilowatt-hour battery, and an EPA-estimated 252-mile range, while the all-wheel-drive version has 214 hp and a 72.8-kWh battery good for a 222-mile range. The range is short by current EV standards, and the car's 6.6-kilowatt onboard charger means home charging is on the slow side. A 100-kW DC fast-charging rate for the AWD model is also behind competitors. Otherwise, it's a functional SUV with agile handling and a decent ride but a rather spartan interior. Oddly, there is no glove box or rear wiper. It features the Safety Sense 3.0, which adds more advanced active safety and driver assist functions. The Subaru Solterra is essentially the same vehicle.

$42,000-$48,780
BASE PRICE RANGE

77 ROAD TEST	▲▲ ADAS
! RELIABILITY	▲ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Limited, XLE

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (201 hp); Electric (214 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **185**
Width (in.) **73**
Height (in.) **65**
Wheelbase (in.) **112**
Weight (lb.) **4,415**
% Weight Front/Rear **54/46**

CARGO MEASUREMENT
Max. Load (lb.) **925**
Cargo Volume, cu.ft. **29**
Towing Capacity (lb.) **NR**

FUEL
Electric
CR Overall mpge **102**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

⇊ ↓ ! ↑ ⇈
WORSE — BETTER
✓ RECOMMENDED

Toyota Camry ✓

82-90
OVERALL SCORE

Among midsized sedans the Camry ranks among the best, thanks to its comfortable ride, quiet cabin, good fuel economy, and easy-to-use controls. Handling is slightly improved over previous versions, but the lower stance makes access a little more difficult, and the rear seat is not as roomy as in some competitors. The standard 2.5-liter four-cylinder engine provides good power and gets an impressive 32 mpg overall. It can also be paired with an optional all-wheel-drive system. A 3.5-liter V6 is available in front-wheel drive. Both are coupled to an eight-speed automatic that suffers from some rough shifts. AEB with pedestrian detection, and AEB highway come standard. BSW and RCTW are optional.

$26,220-$36,645
BASE PRICE RANGE

88-94
ROAD TEST

↑
ADAS

↑
RELIABILITY

↑
SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Hybrid LE, LE, Nightshade, SE, TRD, XLE, XSE

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 (203 hp); 2.5-liter 4 (206 hp); 2.5-liter 4 hybrid (208 hp); 3.5-liter V6 (301 hp)

TRANSMISSIONS: 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **192**
Width (in.) **72**
Height (in.) **57**
Wheelbase (in.) **111**
Weight (lb.) **3,340**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **925**
Cargo Volume, cu.ft. **15**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **32-47**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	!	↑
Engine, Major	↑	⇈	↑
Engine, Minor	↑	⇈	⇈
Engine, Cooling	⇈	↑	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Fuel System	⇈	⇈	⇈
Electrical	↓	!	↑
Climate System	⇈	↑	⇈
Suspension	⇈	⇈	⇈
Brakes	⇈	↓	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	⇈	⇊	⇈
Body Hardware	!	⇈	⇈
Power Equipment	⇈	⇈	⇈
In-Car Electronics	⇈	⇈	!

Toyota Corolla ✓

77
82
OVERALL SCORE

The Corolla sedan is fuel-efficient and sensible. A more powerful 169-hp, 2.0-liter four-cylinder engine, once exclusive to the higher trims and the hatchback, is now standard for all non hybrid models, and gets 36 mpg overall. The hybrid version is sensible choice with its incredible 48 mpg overall. The continuously variable transmission amplifies engine noise. All-wheel drive is available with the 2023 freshening, which also included Toyota's latest infotainment system. The Corolla's handling agility is among the better in the class, as is ride comfort and cabin quietness. The new GR Corolla is a high-performance version powered by a 300 hp three-cylinder turbo and with all-wheel-drive. It comes exclusively with a manual transmission. AEB with pedestrian detection and AEB highway are standard, but BSW and RCTW are optional.

$21,550-$27,175
BASE PRICE RANGE

74-75
ROAD TEST

↑
ADAS

⇈
RELIABILITY

!
SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Hybrid LE, LE, SE, XSE

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 1.8-liter 4 hybrid (134 hp); 2.0-liter 4 (169 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **183**
Width (in.) **70**
Height (in.) **57**
Wheelbase (in.) **106**
Weight (lb.) **2,960**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **825**
Cargo Volume, cu.ft. **13**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **36-48**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	⇈	⇈
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Fuel System	⇈	⇈	⇈
Electrical	↑	⇈	⇈
Climate System	⇈	↑	⇈
Suspension	⇈	⇈	⇈
Brakes	⇈	↑	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	↓	⇈	⇈
Noises/Leaks	↓	⇈	⇈
Body Hardware	!	⇈	⇈
Power Equipment	⇈	⇈	⇈
In-Car Electronics	↓	⇈	↑

Toyota Corolla Cross ✓

77
OVERALL SCORE

The Corolla Cross replaces the phased out C-HR. Smaller than the RAV4, it can be had with either front- or all-wheel drive. A 2.0-liter four-cylinder engine with 169 hp, matched to a CVT, is the main powertrain. An all-wheel drive hybrid version with 196 hp, that returns an EPA estimated 42 mpg combined, is also available. This pseudo-wagon feels slow and sounds loud, mostly due to engine noise, but the Corolla Cross manages a decent 28 mpg overall. Ride and handling are competent but unremarkable. The simple interior feels a bit stripped-down, but the controls are easy to use and the rear seat is fairly roomy. AEB with pedestrian detection and AEB highway are standard. BSW and RCTW are unavailable on the base L trim but standard on the midlevel LE, top XLE trims, and all hybrid versions.

$23,060-$28,465
BASE PRICE RANGE

69 ROAD TEST	↑ ADAS
⇈ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: L, LE, S, SE, XLE, XSE

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 (169 hp); 2.0-liter 4 hybrid (196 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **176**
Width (in.) **72**
Height (in.) **65**
Wheelbase (in.) **104**
Weight (lb.) **3,320**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **940**
Cargo Volume, cu.ft. **26**
Towing Capacity (lb.) **1,500**

FUEL
Regular
CR Overall mpg **28**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			⇈
Engine, Major			⇈
Engine, Minor			⇈
Engine, Cooling			⇈
Transmission, Major			⇈
Transmission, Minor			⇈
Drive System			⇈
Fuel System			⇈
Electrical			⇈
Climate System			⇈
Suspension			⇈
Brakes			⇈
Exhaust			⇈
Paint/Trim			⇈
Noises/Leaks			⇈
Body Hardware			⇈
Power Equipment			⇈
In-Car Electronics			↑

Toyota Crown

NA
OVERALL SCORE

The 2023 Toyota Crown replaces the Avalon sedan. It sits higher than a sedan but lower than an SUV, features a swoopy roofline at the back, and comes exclusively as a hybrid. Most versions have a 2.5-liter four-cylinder hybrid that is paired with an electronic CVT and gets an estimated 38 mpg combined. A 340-hp, 2.4-liter turbocharged four-cylinder hybrid paired with a six-speed automatic is used in the top version. All-wheel drive is standard. The five-passenger interior features 12.5-inch screens for both the instrument cluster and the infotainment system. Despite its sleek hatchback looks, the Crown features a regular trunk. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$39,950-$52,350
BASE PRICE RANGE

NA ROAD TEST	⇈ ADAS
↑ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Limited, Platinum, XLE

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.4-liter 4 hybrid (340 hp); 2.5-liter 4 hybrid (236 hp)

TRANSMISSIONS: 6-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **196**
Width (in.) **72**
Height (in.) **61**
Wheelbase (in.) **112**
Weight (lb.) **4,035**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **905**
Cargo Volume, cu.ft. **15**
Towing Capacity (lb.) **NR**

FUEL
Regular
EPA Combined mpg **41**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

Toyota GR86 ✓

76
OVERALL SCORE

Toyota's second-generation sports car, now called the GR86, uses a Subaru-sourced 2.4-liter four-cylinder engine mated to either a six-speed manual or an optional six-speed automatic transmission. The new engine delivers more low-end power than before, which makes the car easier to drive. Handling remains superb, thanks to a taut suspension, light weight, and rear-wheel drive, and it's a delight to drive. But the ride is stiff and choppy and the car is very loud, which together make long drives extremely tiring. The snug, low-slung cabin can be challenging to get in and out of, and the rear seat is tiny. The overly simple controls and infotainment system are super-easy to use. Versions with the automatic get standard AEB, but they aren't available on models with the manual.

$28,400-$32,500
BASE PRICE RANGE

83 ROAD TEST	Opt. ADAS
I RELIABILITY	▲▲ SATISFACTION

OVERVIEW

BODY STYLES: coupe

TRIM LINES: 10th Anniversary SE, Base, Premium

DRIVE WHEELS: Rear

SEATING: 2 front, 2 rear

ENGINES: 2.4-liter 4 (228 hp)

TRANSMISSIONS: 6-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **168**
Width (in.) **70**
Height (in.) **52**
Wheelbase (in.) **101**
Weight (lb.) **2,855**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT
Max. Load (lb.) **700**
Cargo Volume, cu.ft. **6**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **28**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*		*
Engine, Major	*		*
Engine, Minor	*		*
Engine, Cooling	*		*
Transmission, Major	*		*
Transmission, Minor	*		*
Drive System	*		*
Fuel System	*		*
Electrical	*		*
Climate System	*		*
Suspension	*		*
Brakes	*		*
Exhaust	*		*
Paint/Trim	*		*
Noises/Leaks	*		*
Body Hardware	*		*
Power Equipment	*		*
In-Car Electronics	*		*

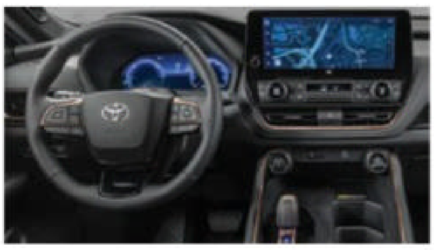
Toyota Grand Highlander

NA
OVERALL SCORE

The three-row Grand Highlander is positioned between the current Highlander and the larger, recently redesigned Sequoia. This all-new SUV offers three powertrains: a base 2.4-liter turbocharged four-cylinder with an 8-speed automatic transmission, a thrifty 2.5-liter hybrid four-cylinder with a CVT, and a peppy 2.4-liter turbocharged four-cylinder hybrid with a 6-speed automatic. We found the turbo hybrid powertrain to be quite entertaining in the Lexus RX500h. The Grand Highlander can be configured to hold seven or eight passengers, and it has greater cargo capacity than the regular Highlander. It features the latest Toyota infotainment system, with a 12.3-inch screen. All versions get the Toyota Safety Sense 3.0 suite. That includes AEB with pedestrian, cyclist, and motorcyclist detection, AEB highway, BSW, and RCTW.

$46,000-$60,000E
BASE PRICE RANGE

NA ROAD TEST	▲▲ ADAS
▲ RELIABILITY	▲ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Limited, Platinum, XLE

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 2.4-liter 4 turbo (265 hp); 2.4-liter 4 hybrid (362 hp); 2.5-liter 4 hybrid (245 hp)

TRANSMISSIONS: 6-speed automatic; 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **201**
Width (in.) **78**
Height (in.) **70**
Wheelbase (in.) **116**
Weight (lb.) **NA**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **5,000**

FUEL
Regular
EPA Combined mpg **34**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

Toyota Highlander ✓

80
86
OVERALL SCORE

The Highlander's recent fresheningsaw the smooth and punchy V6 replaced by a new 265-hp, 2.4-liter turbo four-cylinder. This new engine packs some oomph but lacks the refinement of the V6. Fuel economy is only marginally improved. The Highlander also got a new infotainment system, which is less user-friendly than before. The hybrid powertrain remains unchanged. It got an excellent 35 mpg overall in our tests. The ride is comfortable, and handling is sound and secure but unexceptional. Both seven- and eight-passenger seating configurations are available. Either way, the second row is very roomy, but the third row is tiny. AEB with pedestrian detection and AEB highway come standard. BSW and RCTW are standard on all versions except unavailable on the base non-hybrid trim.

$36,420-$52,625
BASE PRICE RANGE

82-86 ROAD TEST

4-⇈ ADAS

↑ RELIABILITY

↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Bronze Edition, Hybrid XLE, L, LE, Limited, Platinum, XLE, XSE

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 2.4-liter 4 turbo (265 hp); 2.5-liter 4 hybrid (243 hp)

TRANSMISSIONS: 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **195**
Width (in.) **76**
Height (in.) **68**
Wheelbase (in.) **112**
Weight (lb.) **4,385**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,390**
Cargo Volume, cu.ft. **41**
Towing Capacity (lb.) **5,000**

FUEL
Regular
CR Overall mpg **22-35**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	↑	↑
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	↑	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	↑	⇈	↑
Suspension	⇈	⇈	⇈
Brakes	!	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	↑	⇈	⇈
Noises/Leaks	!	↓	↑
Body Hardware	⇈	⇈	⇈
Power Equipment	⇈	⇈	⇈
In-Car Electronics	!	⇈	↑

Toyota Prius

NA
OVERALL SCORE

For 2023, Toyota completely redesigned the Prius, giving it a sleeker look, more power, and claimed improvements in fuel economy. All-wheel drive is again available. Although it delivers quicker acceleration than in the previous car, the engine is noisy when it kicks in. The car is very low, hurting access. The EPA estimate for the front-wheel-drive LE is an impressive 57 mpg combined, while the all-wheel drive version is rated at 54 mpg combined. The Prius Prime plug-in hybrid has up to 44 miles of electric range. AEB with pedestrian detection, AEB highway, BSW, and RCTW come standard. The Proactive Driving Assist system uses the vehicle's radar and sensors to add a small amount of steering and braking to keep away from other vehicles, cyclists, and pedestrians.

$27,450-$35,865
BASE PRICE RANGE

NA ROAD TEST

⇈ ADAS

↑ RELIABILITY

↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback

TRIM LINES: LE, Limited, XLE

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 hybrid (194 hp); 2.0-liter 4 hybrid (196 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **181**
Width (in.) **70**
Height (in.) **56**
Wheelbase (in.) **108**
Weight (lb.) **3,345**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **24**
Towing Capacity (lb.) **NR**

FUEL
Regular
EPA Combined mpg **52**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	⇈	⇈	⇈
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Fuel System	⇈	⇈	⇈
Electrical	↑	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	⇈	↑	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	↑	⇈
Noises/Leaks	↑	⇈	⇈
Body Hardware	⇈	↑	⇈
Power Equipment	⇈	⇈	⇈
In-Car Electronics	↑	⇈	⇈

⇊ ↓ ! ↑ ⇈
WORSE — BETTER
✓ RECOMMENDED

Toyota RAV4 ✓

72-78
OVERALL SCORE

The RAV4's 2.5-liter four-cylinder is paired with an eight-speed automatic and delivers relatively quick acceleration. Fuel economy is commendable at 27 mpg overall. The hybrid version feels energetic, with the electric drive producing immediate and quiet motivation from a standstill, while delivering an impressive 37 mpg overall. The RAV4 is responsive in corners, and it remains under control even when pushed. The ride, however, is somewhat stiff, and the noisy engine hurts the driving experience. Most controls, such as the large climate knobs, are easy to use. AEB with pedestrian detection and AEB highway are standard. BSW and RCTW are standard on all except the base trim. Recent updates included a new infotainment system and a hybrid version called the Woodland Edition.

$27,975-$39,030
BASE PRICE RANGE

73-80 ROAD TEST	↑ ADAS
↑ RELIABILITY	↓-! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Adventure, Hybrid XLE, LE, Limited, SE, TRD, Woodland, XLE, XLE Premium
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.5-liter 4 (203 hp); 2.5-liter 4 hybrid (219 hp)
TRANSMISSIONS: 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **181**
Width (in.) **73**
Height (in.) **67**
Wheelbase (in.) **106**
Weight (lb.) **3,510**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **900**
Cargo Volume, cu.ft. **30.5**
Towing Capacity (lb.) **3,500**

FUEL
Regular
CR Overall mpg **27-37**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	!	!	⇈
Engine, Major	↑	⇈	⇈
Engine, Minor	!	!	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	↑	⇈
Drive System	⇈	⇈	⇈
Fuel System	⇈	⇈	⇈
Electrical	↓	↑	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	↑	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	⇈	!	↑
Body Hardware	⇈	⇈	⇈
Power Equipment	⇈	↑	↑
In-Car Electronics	↑	⇈	⇈

Toyota RAV4 Prime ✓

81
OVERALL SCORE

The plug-in hybrid version of the RAV4 can bridge the gap between a hybrid and a pure EV. With its electric drive and 2.5-liter four-cylinder engine, the Prime produces a combined 302 hp, which makes for brisk acceleration. The added electric power keeps the gas engine from having to rev high, where it can become noisy. We were able to drive the Prime about 42 miles on electric power alone, and it got 34 mpg overall once it reverted to hybrid mode. It takes almost 5 hours to charge the battery on a 240-volt outlet. The Prime transforms the RAV4 into a quick, quiet, comfortable-riding, and more upscale SUV. All RAV4 Primes come standard with AEB with pedestrian detection, AEB highway, BSW, and RCTW.

$42,340-$46,210
BASE PRICE RANGE

85 ROAD TEST	⇈ ADAS
! RELIABILITY	⇈ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: SE, XSE
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.5-liter 4 hybrid (302 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **181**
Width (in.) **73**
Height (in.) **67**
Wheelbase (in.) **106**
Weight (lb.) **4,335**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **970**
Cargo Volume, cu.ft. **30.5**
Towing Capacity (lb.) **2,500**

FUEL
Regular
CR Overall mpg **34**

RELIABILITY HISTORY

	'20	**'21**	'22
Overall Reliability		!	↑
Engine, Major		⇈	⇈
Engine, Minor		↑	⇈
Engine, Cooling		⇈	⇈
Transmission, Major		⇈	⇈
Transmission, Minor		⇈	⇈
Drive System		↑	↑
Fuel System		↑	↑
Electrical		↑	⇈
Climate System		↑	⇈
Suspension		⇈	⇈
Brakes		⇈	⇈
Exhaust		⇈	⇈
Paint/Trim		⇈	⇈
Noises/Leaks		↑	⇈
Body Hardware		↑	⇈
Power Equipment		↑	⇈
In-Car Electronics		⇈	↑

Toyota Sequoia

59
OVERALL SCORE

The redesigned Sequoia SUV uses a fresh platform shared with the also-redesigned Tundra and Lexus LX. This full-sized, three-row SUV has a smooth and punchy 437-hp, 3.4-liter turbocharged hybrid V6 engine with a 10-speed automatic. The large SUV can be configured in rear- or four-wheel drive, but unlike its peers it lacks an auto 4WD mode. It forgoes the previous Sequoia's independent rear suspension to the detriment of third-row seat roominess. Handling is beyond clumsy, yet secure. The ride seems compliant at first but is plagued with too much shudder and jiggle. Maximum tow capacity is over 9,000 pounds. Most trims use a large 14-inch infotainment display that's a bit far away to reach. AEB with pedestrian detection, AEB highway, BSW, and RCTW come standard.

$58,365-$78,365
BASE PRICE RANGE

57 ROAD TEST	▲▲ ADAS
! RELIABILITY	▲ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Capstone, Limited, Platinum, SR5, TRD Pro

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.4-liter V6 hybrid (437 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **208**
Width (in.) **80**
Height (in.) **75**
Wheelbase (in.) **122**
Weight (lb.) **6,140**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **1,360**
Cargo Volume, cu.ft. **42.5**
Towing Capacity (lb.) **9,520**

FUEL
Regular
CR Overall mpg **18**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Toyota Sienna ✓

81
OVERALL SCORE

The Sienna comes exclusively as a hybrid, with a combined 245 hp between the electric drive and the 2.5-liter four-cylinder. Front-wheel drive is standard, and AWD is optional. Fuel economy is superb at 36 mpg overall, and the van has a cruising range of over 600 miles. It can glide on electric power at very low speeds, but when more power is needed, the gas engine noisily kicks in. The Sienna rides comfortably, but handling is uninspiring and stopping distances are long. The infotainment touchscreen is easy to use, though some controls are a far reach away. The cavernous interior has ample storage cubbies, seven USB ports, and second-row sunshades. Hands-free sliding side doors are a convenience. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$36,135-$52,355
BASE PRICE RANGE

84 ROAD TEST	▲▲ ADAS
▲ RELIABILITY	▲▲ SATISFACTION

OVERVIEW

BODY STYLES: minivan

TRIM LINES: 25th Anniv., LE, Limited, Platinum, Woodland Edition, XLE, XSE

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 2.5-liter 4 hybrid (245 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **204**
Width (in.) **79**
Height (in.) **69**
Wheelbase (in.) **121**
Weight (lb.) **4,585**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,420**
Cargo Volume, cu.ft. **48**
Towing Capacity (lb.) **3,500**

FUEL
Regular
CR Overall mpg **36**

RELIABILITY HISTORY

	'20	**'21**	'22
Overall Reliability	▲▲	▲	!
Engine, Major	▲▲	▲▲	▲▲
Engine, Minor	▲▲	▲▲	!
Engine, Cooling	▲▲	▲▲	▲▲
Transmission, Major	▲▲	▲▲	▲▲
Transmission, Minor	▲▲	▲▲	▲▲
Drive System	▲▲	!	▲▲
Fuel System	▲▲	▲▲	▲▲
Electrical	!	▲▲	!
Climate System	▲▲	▲	!
Suspension	▲▲	▲▲	▲▲
Brakes	▲▲	▲	▲▲
Exhaust	▲▲	▲▲	▲▲
Paint/Trim	▲▲	▲▲	▲▲
Noises/Leaks	▲▲	▲	▲▲
Body Hardware	▲▲	▲▲	▲▲
Power Equipment	▲▲	▲▲	!
In-Car Electronics	▲	▲▲	!

⇊ ↓ ! ↑ ⇈ WORSE ——— BETTER ✓ RECOMMENDED

Toyota Supra ✓

82 OVERALL SCORE

This two-seat sports car shares the BMW Z4's platform and many of its components but features a coupe body. The 3.0-liter turbo six-cylinder is rated at 382 hp; there's also a 255-hp, turbo four-cylinder. A slick eight-speed automatic routes power back to the rear wheels, though a six-speed manual is now available with the turbo six-cylinder. Sport mode sharpens responses and amplifies the exhaust sound. Handling is super-responsive and agile, and the car is playful and fun to drive, whether on twisty two-lanes or a track. The ride is stiff but tolerable. Getting in and out is a chore, and the styling limits visibility. BMW's infotainment system takes some getting used to but ultimately proves logical. AEB with pedestrian detection is standard, but BSW and RCTW are optional.

$44,040-$58,345
BASE PRICE RANGE

91 ROAD TEST

! ADAS

! RELIABILITY

↑ SATISFACTION

OVERVIEW

BODY STYLES: 2-door hatchback

TRIM LINES: A91, Base, Premium

DRIVE WHEELS: Rear

SEATING: 2 front

ENGINES: 2.0-liter 4 turbo (255 hp); 3.0-liter 6 turbo (382 hp)

TRANSMISSIONS: 8-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **173**
Width (in.) **73**
Height (in.) **51**
Wheelbase (in.) **97**
Weight (lb.) **3,385**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **465**
Cargo Volume, cu.ft. **10**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **27**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Toyota Tacoma

52 OVERALL SCORE

Toyota's rough-and-tumble compact pickup features a 3.5-liter V6 engine hooked up to a six-speed manual or automatic. A 2.7-liter four-cylinder engine is also available. Both two- and four-wheel-drive models are offered. Our 4WD V6 Tacoma delivered 19 mpg overall. Though the truck is as tough as nails and delivers impressive off-road prowess, it's primitive. The ride is stiff, and handling is ponderous. The modern connectivity features are welcome. AEB with pedestrian detection and AEB highway are standard, but BSW and RCTW are optional, and features such as adaptive cruise control with stop-and-go aren't available at all. Recent freshening brought thicker glass to help suppress noise and the availability of a power driver's seat. A redesign is around the corner.

$27,750-$49,890
BASE PRICE RANGE

42 ROAD TEST

↑ ADAS

↑ RELIABILITY

! SATISFACTION

OVERVIEW

BODY STYLES: crew cab; extended cab

TRIM LINES: Limited, Nightshade Special Edition, SR, SR5, Trail Edition, TRD Off-Road, TRD Pro, TRD Sport

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear

ENGINES: 2.7-liter 4 (159 hp); 3.5-liter V6 (278 hp)

TRANSMISSIONS: 6-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **212**
Width (in.) **74**
Height (in.) **71**
Wheelbase (in.) **127**
Weight (lb.) **4,450**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,000**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **6,400**

FUEL
Regular
CR Overall mpg **19**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	↑	↑
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	↓	!	⇈
Drive System	⇈	⇈	↑
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	↑	↑	↑
Exhaust	⇈	⇈	⇈
Paint/Trim	!	⇈	⇈
Noises/Leaks	↑	⇈	⇈
Body Hardware	⇈	⇈	⇈
Power Equipment	⇈	⇈	⇈
In-Car Electronics	⇈	⇈	⇈

Toyota Tundra

61 OVERALL SCORE

The redesigned Tundra has new powertrains, coil springs for the rear suspension, and a generous towing capacity. Two turbocharged 3.4-liter V6 engines are available: a 389-hp standard engine and a 437-hp hybrid. Both engines are paired with a supersmooth-shifting 10-speed automatic. The standard engine is quite punchy, but fuel economy of 17 mpg overall isn't stellar. The ride is relatively civilized, but handling is rather clumsy. The cabin is very roomy and is available with a huge 14-inch infotainment touchscreen. Maximum tow capacity is 12,000 pounds with a stout payload of 1,940 pounds. The bed is made of dent- and corrosion-resistant composite material. AEB with pedestrian detection and AEB highway are standard, but BSW and RCTW are optional.

$37,865-$76,145
BASE PRICE RANGE

71 ROAD TEST	🔼 ADAS
🔽 RELIABILITY	🔼 SATISFACTION

OVERVIEW

BODY STYLES: crew cab; extended cab

TRIM LINES: 1794, Capstone, Limited, Platinum, SR, SR5, TRD Pro

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear

ENGINES: 3.4-liter V6 turbo (348 hp); 3.4-liter V6 turbo (389 hp); 3.4-liter V6 hybrid (437 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **234**
Width (in.) **80**
Height (in.) **78**
Wheelbase (in.) **146**
Weight (lb.) **5,590**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **1,365**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **11,160**

FUEL
Regular
CR Overall mpg **17**

RELIABILITY HISTORY

	'20	'21	**'22**
Overall Reliability	⏫	🔼	🔽
Engine, Major	⏫	⏫	⏫
Engine, Minor	⏫	⏫	⏫
Engine, Cooling	⏫	⏫	⏫
Transmission, Major	⏫	⏫	⏫
Transmission, Minor	⏫	⏫	⏫
Drive System	⏫	⏫	⏫
Fuel System	🔼	⏫	🔼
Electrical	⏫	⏫	⏫
Climate System	🔼	🔼	⏫
Suspension	⏫	🔼	⏫
Brakes	⏫	❗	❗
Exhaust	⏫	⏫	⏫
Paint/Trim	🔽	❗	⏬
Noises/Leaks	⏫	⏫	⏬
Body Hardware	⏫	🔽	⏬
Power Equipment	⏫	⏫	⏫
In-Car Electronics	⏫	⏫	🔽

Toyota Venza ✓

80 OVERALL SCORE

While pleasant enough, the Venza's excellent 37 mpg overall is its main selling point. The 2.5-liter four-cylinder engine and electric drive, shared with the RAV4 Hybrid, yield a combined output of 219 hp. The initial electric power makes for a smooth getaway off the line, but when extra power is needed, the continuously variable transmission holds revs at a high level, exacerbating the din from the gas engine. All-wheel drive is standard. We found that the Venza rides comfortably and handles soundly, but tire and engine noise can be pronounced. The controls are cluttered and are very distracting. The high-end Limited trim is available with a dimmable, electrochromic glass roof. All Venzas come standard with AEB with pedestrian detection, AEB highway, BSW, and RCTW.

$34,120-$42,265
BASE PRICE RANGE

79 ROAD TEST	⏫ ADAS
🔼 RELIABILITY	🔼 SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: LE, Limited, Nightshade, XLE

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 hybrid (219 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **187**
Width (in.) **73**
Height (in.) **66**
Wheelbase (in.) **106**
Weight (lb.) **3,850**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **900**
Cargo Volume, cu.ft. **26.5**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **37**

RELIABILITY HISTORY

	'20	**'21**	'22
Overall Reliability		🔼	🔼
Engine, Major		⏫	⏫
Engine, Minor		⏫	⏫
Engine, Cooling		⏫	⏫
Transmission, Major		⏫	⏫
Transmission, Minor		⏫	⏫
Drive System		⏫	⏫
Fuel System		⏫	⏫
Electrical		⏫	⏫
Climate System		⏫	⏫
Suspension		🔼	⏫
Brakes		⏫	⏫
Exhaust		⏫	⏫
Paint/Trim		🔼	⏫
Noises/Leaks		❗	⏫
Body Hardware		⏫	🔼
Power Equipment		🔼	🔼
In-Car Electronics		⏫	⏫

Volkswagen Arteon ✓

77 OVERALL SCORE

Our testers praised this practical, sporty, and well-appointed hatchback for its prompt acceleration, confidence in corners, and firm ride that's pleasant even on rough roads. Front-wheel drive comes standard, and AWD is optional. Engine noise is noticeable at low speeds and under acceleration. Inside, the Arteon has comfortable front seats and well-finished, user-friendly controls. We like the responsive touchscreen and the physical buttons and knob for the climate and audio systems. A low roofline makes the car a challenge to get into and out of. There's a huge cargo area with lots of space and a low loading floor under the heavy hatchback lid. The engine got a recent horsepower bump, and a seven-speed dual-clutch automatic is new. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$43,010-$50,175
BASE PRICE RANGE

89 ROAD TEST	⇈ ADAS
! RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback

TRIM LINES: SEL Premium R-Line, SEL R-Line, SE R-Line

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (300 hp)

TRANSMISSIONS: 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **192**
Width (in.) **74**
Height (in.) **57**
Wheelbase (in.) **112**
Weight (lb.) **3,865**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **27**
Towing Capacity (lb.) **4,850**

FUEL
Premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

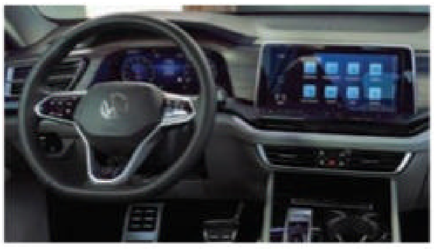
Volkswagen Atlas ✓

71 OVERALL SCORE

Volkswagen's Atlas is a formidable competitor among three-row SUVs. The Atlas drives well, with a comfortable ride and surprisingly agile handling for its size. The cabin is quiet and very accommodating, including a third-row seat that truly fits adults. A unique, effortlessly articulating second row allows a clear access path to the wayback. The controls are well-laid-out, with clear gauges and an easy-to-use infotainment system. Though the V6 engine and smooth eight-speed automatic make the Atlas feel lively during everyday driving, its acceleration trails competitors' and its 20 mpg overall fuel economy is not outstanding. A 2.0-liter turbo four-cylinder is available. Towing capacity of the V6 is a generous 5,000 pounds. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$35,150-$52,340
BASE PRICE RANGE

80 ROAD TEST	⇈ ADAS
! RELIABILITY	↓ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: SE, SEL, SEL Premium R-Line, SEL R-Line Black, SE Technology

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 2.0-liter 4 turbo (235 hp); 3.6-liter V6 (276 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **204**
Width (in.) **78**
Height (in.) **70**
Wheelbase (in.) **117**
Weight (lb.) **4,670**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT
Max. Load (lb.) **1,215**
Cargo Volume, cu.ft. **50.5**
Towing Capacity (lb.) **5,000**

FUEL
Regular
CR Overall mpg **20**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	!	*
Engine, Major	*	⇈	*
Engine, Minor	*	⇈	*
Engine, Cooling	*	⇈	*
Transmission, Major	*	⇈	*
Transmission, Minor	*	⇈	*
Drive System	*	!	*
Fuel System	*	!	*
Electrical	*	⇈	*
Climate System	*	⇈	*
Suspension	*	⇈	*
Brakes	*	⇊	*
Exhaust	*	⇊	*
Paint/Trim	*	!	*
Noises/Leaks	*	!	*
Body Hardware	*	!	*
Power Equipment	*	⇈	*
In-Car Electronics	*	↓	*

Volkswagen Atlas Cross Sport ✓

68
OVERALL SCORE

The Cross Sport shares its underpinnings and engine choices with the larger three-row Atlas but has two fewer seats and less cargo room. Handling is nimbler than one would expect from such a large vehicle. The ride has an underlying firmness but absorbs bumps decently. The seats are comfortable, and the controls are easy to use. The rear seat is very spacious. The base 2.0-liter turbo four-cylinder is quite responsive and capable of moving the Cross Sport adequately; there is also a more powerful but slightly less fuel-efficient 3.6-liter V6. Both front- and all-wheel drive are offered. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$34,460-$51,625
BASE PRICE RANGE

77
ROAD TEST

⇈
ADAS

ǀ
RELIABILITY

⇊
SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: SE, SEL, SEL Premium R-Line, SEL R-Line Black, SE Technology

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (235 hp); 3.6-liter V6 (276 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **196**
Width (in.) **78**
Height (in.) **68**
Wheelbase (in.) **117**
Weight (lb.) **4,425**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **1,090**
Cargo Volume, cu.ft. **37.5**
Towing Capacity (lb.) **5,000**

FUEL
Regular
CR Overall mpg **21**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Volkswagen Golf GTI

65
OVERALL SCORE

The latest generation of the Golf GTI brings sharpened handling, more power, and a new infotainment system. Now available only as a four-door, the GTI's 241-hp. 2.0-liter turbo-four pulls strongly with immediate throttle response, whether you get the six-speed manual or the dual-clutch automatic. There are driving thrills aplenty, thanks to its sharp steering, slick shifter, and invigorating engine and exhaust sounds. The cabin is well finished, and most versions come with plaid upholstery an ode to the original Rabbit GTI from the 80s. Unfortunately, VW has replaced its formerly user-friendly controls with a very distracting infotainment system and an odd location of some controls. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard. The AWD Golf R has more power and cornering capability.

$30,530-$39,870
BASE PRICE RANGE

85
ROAD TEST

⇈
ADAS

⌄
RELIABILITY

ǀ
SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback

TRIM LINES: 40th Anniversary, Autobahn, S, SE

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (241 hp)

TRANSMISSIONS: 6-speed manual; 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **167**
Width (in.) **71**
Height (in.) **58**
Wheelbase (in.) **104**
Weight (lb.) **3,205**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **915**
Cargo Volume, cu.ft. **24**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **28**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

⇊ ↓ ! ↑ ⇈ WORSE ⟷ BETTER | ✓ RECOMMENDED

Volkswagen ID.4

65 OVERALL SCORE

The ID.4 EV is roomy and nicely finished inside. The standard RWD version has an EPA-estimated driving range between 208 and 275 miles depending on the selected battery size, but acceleration feels tepid. The more powerful AWD version has two motors driving and an estimated 255-mile range. We found this version had quick acceleration, a comfortable ride, and a quiet cabin, except for the annoying pedestrian-warning sounds at low speeds. The ID.4 has responsive handling, but it isn't sporty to drive. The rear seat is generous, as is cargo capacity. Unfortunately, the controls are very unintuitive and the slow-responding infotainment system is distracting. The car can take up to 170 kW at DC fast-charging locations. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$38,995-$55,245
BASE PRICE RANGE

83 ROAD TEST	⇈ ADAS
↓ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Pro, Pro S, Pro S Plus, S, Standard

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (201 hp); Electric (295 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **181**
Width (in.) **73**
Height (in.) **65**
Wheelbase (in.) **109**
Weight (lb.) **4,905**
% Weight Front/Rear **48/52**

CARGO MEASUREMENT
Max. Load (lb.) **950**
Cargo Volume, cu.ft. **31**
Towing Capacity (lb.) **2,700**

FUEL
Electric
CR Overall mpg **95**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability		↓	*
Engine, Major		!	*
Engine, Minor		⇊	*
Engine, Cooling		↑	*
Transmission, Major		⇈	*
Transmission, Minor		⇈	*
Drive System		⇈	*
Fuel System		⇈	*
Electrical		⇊	*
Climate System		!	*
Suspension		⇈	*
Brakes		⇈	*
Exhaust		⇈	*
Paint/Trim		⇈	*
Noises/Leaks		↓	*
Body Hardware		⇈	*
Power Equipment		↑	*
In-Car Electronics		⇊	*

Volkswagen Jetta ✓

72 OVERALL SCORE

The Jetta has easy-to-use controls, great fuel economy, and a relatively spacious cabin. A 1.5-liter turbocharged four-cylinder engine coupled to an eight-speed automatic is shared with the Taos SUV. Fuel economy was excellent at 34 mpg overall when we tested it with the previous 1.4-liter turbo. The ride is absorbent but can be too tender over sharp bumps. Handling is competent yet dull. The cabin is quiet for a compact sedan. Most versions come with faux leather seats and automatic climate controls, giving the car an air of premium ambience. AEB with pedestrian detection and AEB highway are standard, but BSW and RCTW are optional. A sporty GLI version, which shares components with the previous-generation Volkswagen GTI, is also available.

$20,655-$28,385
BASE PRICE RANGE

81 ROAD TEST	↑ ADAS
! RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: GLI, S, SE, SEL, Sport

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 1.5-liter 4 turbo (158 hp); 2.0-liter 4 turbo (228 hp)

TRANSMISSIONS: 8-speed automatic; 6-speed manual; 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **187**
Width (in.) **71**
Height (in.) **58**
Wheelbase (in.) **106**
Weight (lb.) **3,065**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **970**
Cargo Volume, cu.ft. **16**
Towing Capacity (lb.) **NR**

FUEL
Regular or premium
CR Overall mpg **34**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	⇊	⇈	*
Engine, Major	⇊	⇈	*
Engine, Minor	⇊	⇈	*
Engine, Cooling	⇊	⇈	*
Transmission, Major	↓	⇈	*
Transmission, Minor	↓	⇈	*
Drive System	⇊	⇈	*
Fuel System	↓	⇈	*
Electrical	⇈	⇈	*
Climate System	↓	⇈	*
Suspension	↓	⇈	*
Brakes	⇊	⇈	*
Exhaust	⇈	⇈	*
Paint/Trim	↓	⇈	*
Noises/Leaks	⇈	⇈	*
Body Hardware	↓	⇈	*
Power Equipment	⇈	⇈	*
In-Car Electronics	⇊	⇊	*

Volkswagen Taos

37
OVERALL SCORE

The Taos small SUV slots beneath the Tiguan. The 1.5-liter turbocharged four-cylinder engine, coupled with a dual-clutch automatic on AWD versions, delivers uneven acceleration. There is a huge delay initially, followed by a burst of power, which makes it hard to drive smoothly. Front-wheel-drive versions get a conventional transmission and drive more smoothly. Handling is nimble, and the firm ride absorbs most road irregularities. Shorter than the Tiguan, the Taos still has an enormous rear seat, but cargo space is smaller. Outward visibility is unobstructed. Upscale amenities, such as a digital instrument cluster and a panoramic roof, are available. Active safety features include standard AEB with pedestrian detection and AEB highway, but optional BSW and RCTW.

$24,155-$34,535
BASE PRICE RANGE

75 ROAD TEST	⬆ ADAS
⏬ RELIABILITY	⏬ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: S, SE, SEL
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 1.5-liter 4 turbo (158 hp)
TRANSMISSIONS: 8-speed automatic; 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **176**
Width (in.) **73**
Height (in.) **65**
Wheelbase (in.) **106**
Weight (lb.) **3,530**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **935**
Cargo Volume, cu.ft. **31.5**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **26**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			⏬
Engine, Major			⏬
Engine, Minor			⏬
Engine, Cooling			⬆
Transmission, Major			⬇
Transmission, Minor			⬇
Drive System			⬇
Fuel System			⏬
Electrical			⏬
Climate System			⬆
Suspension			⏫
Brakes			⏫
Exhaust			⏫
Paint/Trim			⏫
Noises/Leaks			⬇
Body Hardware			⏫
Power Equipment			⏫
In-Car Electronics			⏬

Volkswagen Tiguan

59
OVERALL SCORE

The Tiguan is one of the largest models in the small-SUV segment. That length allows for an optional third-row seat and an enormous second-row seat. Though the 184-hp, 2.0-liter turbocharged four-cylinder engine feels responsive in daily driving, acceleration is ultimately slow: It takes more than 10 seconds to reach 60 mph from a stop. Fuel economy of 25 mpg overall on regular gas is good for the class. The transmission is mostly smooth. Handling is capable and secure, and the ride is comfortable. The cabin is among the quietest in the segment, with just a little engine noise when revved. Recent updates included a new infotainment system. Active safety features include standard AEB with pedestrian detection and AEB highway, but optional BSW and RCTW.

$26,950-$37,680
BASE PRICE RANGE

84 ROAD TEST	⬆ ADAS
⬇ RELIABILITY	⬇ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: S, SE, SEL R-Line, SE R-Line Black
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear, 2 third
ENGINES: 2.0-liter 4 turbo (184 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **185**
Width (in.) **72**
Height (in.) **66**
Wheelbase (in.) **110**
Weight (lb.) **3,860**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **1,215**
Cargo Volume, cu.ft. **33**
Towing Capacity (lb.) **1,500**

FUEL
Regular
CR Overall mpg **25**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	⬇	!	⏬
Engine, Major	⏬	⏫	⬇
Engine, Minor	⏬	⏬	⏬
Engine, Cooling	⬇	⏫	⬇
Transmission, Major	⏫	⏫	⏫
Transmission, Minor	⏫	⏫	⏬
Drive System	⏫	⏫	⏫
Fuel System	⬇	⏫	⏫
Electrical	⏬	!	⬇
Climate System	!	⬆	⏫
Suspension	⬆	⏫	⏫
Brakes	!	⏫	⏫
Exhaust	⏫	⏫	⏫
Paint/Trim	⏫	!	⏫
Noises/Leaks	⏬	⏫	⏫
Body Hardware	⏫	!	⏫
Power Equipment	⏫	!	⬇
In-Car Electronics	!	⏬	⏬

Volvo C40

NA
OVERALL SCORE

Based on the electric XC40 Recharge, the C40 Recharge essentially trades some of its SUV functionality for a more coupelike roofline. It has a dual-motor, 402-hp setup that gives it AWD capability. The 78-kilowatt-hour battery yields an EPA-estimated range of 226 miles, which is short by current EV standards. The electric powertrain is the same as the one we tested in the related Polestar 2 and provides quick acceleration. We found the XC40 to have a stiff ride and unintuitive controls. Being an EV, we expect the C40 to be quicker and quieter than the XC40. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard. Volvo's available driver assistance system combines adaptive cruise control and steering assistance.

$55,300-$60,100
BASE PRICE RANGE

NA ROAD TEST	⇈ ADAS
NA RELIABILITY	NA SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Core, Plus, Ultimate
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (402 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **175**
Width (in.) **75**
Height (in.) **63**
Wheelbase (in.) **106**
Weight (lb.) **4,700**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **960**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **2,000**

FUEL
Electric
EPA Combined mpge **87**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, Major			*
Transmission, Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

Volvo S60 ✓

70
OVERALL SCORE

The S60 sedan is quiet and boasts an uncluttered and elegant interior with comfortable seats. It comes as either front- or all-wheel drive. The turbo four-cylinder engine employs mild-hybrid technology that facilitates accessory usage and smooths out the engine's stop/start feature. We measured 26 mpg overall when we tested the previous T5 engine. In typical Volvo fashion, the ride is stiff. Handling is sound but unexceptional. The S60 is plagued with Volvo's unintuitive infotainment system, which requires too much swiping, tapping, and eyes-off-the-road time. The V60 Cross Country is a raised wagon version, and the V60 Recharge is a 455-hp plug-in hybrid wagon with an estimated 41-mile all-electric cruising range. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$41,300-$68,050
BASE PRICE RANGE

71 ROAD TEST	⇈ ADAS
! RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: Core, Plus, Polestar, Recharge, Ultimate
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (247 hp); 2.0-liter 4 hybrid (455 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **187**
Width (in.) **73**
Height (in.) **57**
Wheelbase (in.) **113**
Weight (lb.) **3,740**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **890**
Cargo Volume, cu.ft. **12**
Towing Capacity (lb.) **2,000**

FUEL
Premium
CR Overall mpg **26**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	!	!	*
Engine, Major	⇈	⇈	*
Engine, Minor	⇈	⇈	*
Engine, Cooling	⇈	⇈	*
Transmission, Major	⇈	⇈	*
Transmission, Minor	⇈	⇈	*
Drive System	!	⇈	*
Fuel System	!	⇈	*
Electrical	⇈	⇈	*
Climate System	⇈	↓	*
Suspension	⇈	⇊	*
Brakes	!	⇈	*
Exhaust	⇈	⇈	*
Paint/Trim	!	⇈	*
Noises/Leaks	!	⇈	*
Body Hardware	!	⇈	*
Power Equipment	!	↓	*
In-Car Electronics	↓	⇊	*

Volvo S90

56 OVERALL SCORE

Though the S90 is ornate inside, it falls short of the refinement expected of a midsized luxury sedan, mostly due to the car's too-stiff ride. The standard engine is a 295-hp, turbocharged four-cylinder with a mild-hybrid setup. All-wheel drive is standard. A plug-in hybrid version has an estimated 38-mile all-electric cruising range. Handling is sound but ordinary. The roomy cabin is gorgeous, with supportive seats, but the iPad-like touchscreen proves to be frustrating to use. The V90 Cross Country is a wagon version of the S90. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard. Volvo's optional driver assistance system combines steering assistance and adaptive cruise control to ease highway driving.

$57,000-$70,500
BASE PRICE RANGE

71 ROAD TEST	⏫ ADAS
🔽 RELIABILITY	❗ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Plus, Recharge, Ultimate

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (295 hp); 2.0-liter 4 hybrid (455 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **200**
Width (in.) **74**
Height (in.) **57**
Wheelbase (in.) **121**
Weight (lb.) **4,085**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **950**
Cargo Volume, cu.ft. **14**
Towing Capacity (lb.) **3,500**

FUEL
Premium
CR Overall mpg **23**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Volvo XC40 ✓

68 OVERALL SCORE

The XC40 competes in the entry-level luxury SUV class. The B5 trim we tested comes with all-wheel drive and a 247-hp turbo four-cylinder that packs a decent punch. Front-wheel-drive B4 versions use a 194-hp, 2.0-liter turbo engine. The ride is stiff, and the engine has a coarse growl. Worse, the controls, such as the electronic gear selector and infotainment system, are unintuitive and frustrating to operate. Handling is mundane but secure. The cabin is nicely furnished, and the front seats are very comfortable. An all-electric version, called Recharge, is also available, but its 223-mile range is short by current EV standards. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard. Volvo's optional driver assistance system combines adaptive cruise control and steering assistance.

$36,350-$59,500
BASE PRICE RANGE

70 ROAD TEST	⏫ ADAS
❗ RELIABILITY	❗ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Core, Plus, Recharge, Ultimate

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (402 hp); 2.0-liter 4 turbo (194 hp); 2.0-liter 4 turbo (247 hp)

TRANSMISSIONS: 8-speed automatic; 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **174**
Width (in.) **73**
Height (in.) **65**
Wheelbase (in.) **106**
Weight (lb.) **3,785**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **925**
Cargo Volume, cu.ft. **25.5**
Towing Capacity (lb.) **3,500**

FUEL
Electric or regular or premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	❗	❗	🔼
Engine, Major	⏫	⏫	⏫
Engine, Minor	🔼	🔼	❗
Engine, Cooling	⏫	🔼	⏫
Transmission, Major	⏫	⏫	⏫
Transmission, Minor	⏫	⏫	⏫
Drive System	⏫	⏫	⏫
Fuel System	🔼	⏫	⏫
Electrical	⏫	🔼	❗
Climate System	⏬	⏫	⏫
Suspension	⏫	❗	⏫
Brakes	🔼	⏫	🔼
Exhaust	⏫	⏫	⏫
Paint/Trim	🔼	⏫	⏫
Noises/Leaks	⏫	❗	⏫
Body Hardware	⏬	🔼	⏫
Power Equipment	🔼	🔼	⏫
In-Car Electronics	🔽	⏬	🔽

▼▼ ▼ ! ▲ ▲▲ ✓
WORSE — BETTER RECOMMENDED

Volvo XC60

64 OVERALL SCORE

Volvo's XC60 is a scaled-down version of the XC90, complete with an elegant, high-quality interior. Like its big brother, it suffers from convoluted and distracting controls and a stiff ride. The standard 2.0-liter turbocharged four-cylinder engine, known as B5, is responsive, but the eight-speed automatic shows an occasional bumpy shift at low speeds. We measured 23 mpg overall on premium fuel. A more powerful 295-hp version comes in the B6. The XC60 Recharge is a plug-in hybrid with an estimated 35-mile all-electric cruising range. The cabin benefits from supremely comfortable seats, a relatively roomy rear seat, and a nicely finished cargo hold. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$43,450-$74,150
BASE PRICE RANGE

77 ROAD TEST	▲▲ ADAS
▼ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Core, Plus, Polestar, Recharge, Ultimate

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (247 hp); 2.0-liter 4 turbo (295 hp); 2.0-liter 4 hybrid (455 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **185**
Width (in.) **79**
Height (in.) **65**
Wheelbase (in.) **113**
Weight (lb.) **4,150**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT
Max. Load (lb.) **950**
Cargo Volume, cu.ft. **34**
Towing Capacity (lb.) **3,500**

FUEL
Premium
CR Overall mpg **23**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	!	!	▼▼
Engine, Major	▲▲	▲	▼▼
Engine, Minor	▲▲	▲▲	▼▼
Engine, Cooling	▲▲	▲▲	▲▲
Transmission, Major	▲▲	▲	▲▲
Transmission, Minor	▲▲	▲▲	▲▲
Drive System	▲▲	▲▲	▲▲
Fuel System	▼	▲	▲▲
Electrical	▲▲	▲	▼▼
Climate System	▲▲	▲	▲▲
Suspension	▲▲	▲▲	▲▲
Brakes	▼	▼▼	▲▲
Exhaust	▲▲	▲▲	▲▲
Paint/Trim	▼▼	▲	▲
Noises/Leaks	▲	▲▲	▲▲
Body Hardware	▼▼	!	▼
Power Equipment	▲	▲	▼▼
In-Car Electronics	▲	▼	▼▼

Volvo XC90

60 OVERALL SCORE

This nicely appointed three-row SUV suffers from a bumpy ride and baffling controls. The base B5 uses a 247-hp, 2.0-liter turbo four-cylinder. Our tested B6, with its more powerful 295-hp engine, delivered decent punch but returned a so-so 20 mpg overall. There's also a plug-in hybrid version with a 35-mile all-electric range. The eight-speed automatic operates smoothly most of the time. Handling is responsive and secure, but the ride is stiff. The cabin is quiet, but the raspy-sounding engine is unbefitting a luxury SUV. The interior is uncluttered and modern, with super-comfortable seats, though the third row is tight. Most functions are controlled through the touchscreen, but common tasks take too many steps to complete. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$56,000-$79,900
BASE PRICE RANGE

80 ROAD TEST	▲▲ ADAS
▼ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Core, Plus, Recharge, Ultimate

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 2.0-liter 4 turbo (250 hp); 2.0-liter 4 turbo (295 hp); 2.0-liter 4 hybrid (455 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **195**
Width (in.) **84**
Height (in.) **70**
Wheelbase (in.) **118**
Weight (lb.) **4,595**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **1,210**
Cargo Volume, cu.ft. **35**
Towing Capacity (lb.) **5,000**

FUEL
Premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	▼	▼▼	▼
Engine, Major	▲▲	!	!
Engine, Minor	▲▲	▲▲	▲▲
Engine, Cooling	▲▲	▲▲	▲▲
Transmission, Major	▲▲	▲▲	▲▲
Transmission, Minor	▲▲	▲▲	▲▲
Drive System	▲▲	!	▲▲
Fuel System	▼	▲▲	▲▲
Electrical	▼▼	▼▼	!
Climate System	▲▲	▼▼	▲▲
Suspension	▼▼	▲▲	▲▲
Brakes	!	▼▼	▲▲
Exhaust	▲▲	▲▲	▲▲
Paint/Trim	▼▼	▲▲	!
Noises/Leaks	▼▼	▼▼	▼▼
Body Hardware	▼▼	▲▲	!
Power Equipment	▲▲	▲▲	!
In-Car Electronics	▲	!	!

ROAD-TEST HIGHLIGHTS

WE CONDUCT MORE than 50 objective tests and subjective evaluations on every vehicle we purchase. These charts list the results from our testing. The information allows you to easily compare models. Here's an explanation of the criteria that appear in the charts:

- **Make + Model** specifies the make, model, and trim version of the vehicle Consumer Reports bought and tested. We often test multiple versions of the same model, and each can yield different results depending on the trim and equipment level, body style, and engine type.
- **Trans.** indicates the transmission type and number of speeds. "Auto" is automatic; "CVT," continuously variable transmission; "Man," manual; "Seq," sequential; and "1-spd. dir.," one-speed direct drive.
- **HP** is the horsepower of the engine or motor tested.
- **Engine** notes displacement, number of cylinders, and configuration we tested, or if the vehicle is electric.
- **CR's Fuel Economy** includes the tested Overall miles per gallon based on a realistic mix of highway and city driving. The figures for City and Highway driving are listed separately.
- **Acceleration** is based on how a vehicle performs in several tests. The 0-30 mph and 0-60 mph tests are conducted from a standstill with the engine idling; the figures indicate the number of seconds needed to reach those speeds. The ¼-mile test is also done from a standing start, and the figures listed indicate the number of seconds needed to reach the quarter-mile mark as well as the speed the vehicle was traveling when it reached that distance.
- **Braking** is the distance in feet a vehicle took to stop from 60 mph on dry and wet pavement.
- **Performance** includes our emergency-handling and turning-circle tests. AM speed is the speed at which the vehicle successfully negotiated our avoidance-maneuver test course, which simulates swerving quickly, with a left-right-left steering sequence, to avoid an obstacle without losing control. The faster the speed, the better.
- **Turning circle** is the bumper clearance needed, in feet, to complete a U-turn.

For more in-formation on the vehicles we have tested and to continue your research, go to **CR.org**. Consumer Reports members have access to all of our test results, detailed reliability and owner satisfaction ratings, and expert reviews.

INSIDE CR'S LABS

Part of our 327-acre test facility includes dry and wet braking lanes, for evaluating tire grip.

PHOTO: JOHN POWERS/CONSUMER REPORTS

Make + Model	Trans.	HP	Engine	CR's Fuel economy (mpg)			Acceleration			Braking		Performance	
				Overall	City	Highway	0 - 30 mph (sec.)	0 - 60 mph (sec.)	1/4 mi (sec. @ mph)	from 60 mph dry (ft.)	from 60 mph wet (ft.)	AM speed (mph)	Turning circle (ft.)
Acura Integra A-Spec	CVT	200	1.5-liter 4 turbo	31	21	42	3.5	7.7	16.0 @ 94	129	137	57.0	40
Acura MDX Tech	auto 10	290	3.5-liter V6	20	13	27	3.0	7.4	15.8 @ 92	139	139	53.5	42
Acura RDX Tech	auto 10	272	2.0-liter 4 turbo	22	15	30	3.0	7.0	15.5 @ 95	127	129	52.0	40
Acura TLX Tech	auto 10	272	2.0-liter 4 turbo	23	15	34	2.9	6.5	15.1 @ 98	136	148	54.0	42
Alfa Romeo Giulia Ti	auto 8	280	2.0-liter 4 turbo	27	18	39	3.1	6.7	15.2 @ 99	136	147	53.0	39
Alfa Romeo Stelvio Ti	auto 8	280	2.0-liter 4 turbo	24	17	32	3.1	7.0	15.5 @ 96	132	138	52.5	40
Audi A3 Premium Plus	seq 7	201	2.0-liter 4 turbo	31	20	44	2.6	6.8	15.2 @ 95	120	129	55.5	38
Audi A4 Premium Plus	seq 7	261	2.0-liter 4 turbo	27	18	40	2.7	6.3	14.9 @ 98	135	145	53.5	40
Audi A6 Premium Plus	seq 7	261	2.0-liter 4 turbo	26	17	39	2.8	6.8	15.3 @ 96	129	137	55.5	38
Audi A8 55 TFSI	auto 8	335	3.0-liter V6 turbo	21	13	33	2.4	6.1	14.5 @ 101	133	142	53.5	43
Audi Q8 E-Tron Premium Plus	1-spd. dir.	355	electric	74**	73**	74**	2.9	6.3	14.8 @ 99	131	134	49.5	42
Audi Q3 Premium Plus	auto 8	228	2.0-liter 4 turbo	23	15	33	3.2	7.8	16.1 @ 91	126	135	52.5	40
Audi Q4 E-Tron Premium Plus	1-spd. dir.	295	electric	95**	100**	89**	2.5	5.9	14.5 @ 98	133	134	52.5	39
Audi Q5 Premium Plus	seq 7	248	2.0-liter 4 turbo	24	17	34	2.7	6.8	15.4 @ 94	130	144	52.5	40
Audi Q7 Premium Plus	auto 8	335	3.0-liter V6 turbo	20	13	28	3.0	7.0	15.4 @ 97	133	141	50.5	43
Audi TT 2.0T	seq 7	228	2.0-liter 4 turbo	26	18	35	2.5	6.3	14.8 @ 98	113	122	58.0	36
BMW 228i xDrive Gran Coupe	auto 8	228	2.0-liter 4 turbo	27	17	45	3.2	7.2	15.6 @ 96	132	143	51.0	39
BMW 230i	auto 8	255	2.0-liter 4 turbo	31	21	45	2.8	6.4	14.8 @ 101	128	139	56.0	38
BMW 330i	auto 8	255	2.0-liter 4 turbo	29	19	44	2.6	6.4	14.8 @ 99	129	135	54.0	41
BMW 530i xDrive	auto 8	248	2.0-liter 4 turbo	26	16	40	2.9	7.2	15.5 @ 95	130	141	52.5	42
BMW i4 M50	1-spd. dir.	536	electric	96**	94**	98**	1.6	3.5	11.9 @ 119	129	140	55.5	41
BMW iX xDrive50	1-spd. dir.	516	electric	86**	86**	87**	2.0	4.3	12.7 @ 114	127	138	53.5	40
BMW X1 xDrive28i	seq 7	241	2.0-liter 4 turbo	28	19	41	3.2	7.1	15.5 @ 97	124	136	54.0	40
BMW X3 xDrive30i	auto 8	248	2.0-liter 4 turbo	24	16	36	3.1	7.7	16.0 @ 92	128	138	50.5	41
BMW X5 xDrive40i	auto 8	335	3.0-liter 6 turbo	23	15	33	2.4	6.0	14.5 @ 100	129	142	52.0	42
BMW X7 xDrive40i	auto 8	335	3.0-liter 6 turbo	22	14	32	2.6	6.5	15.0 @ 97	136	141	52.5	44
BMW Z4 sDrive 30i	auto 8	255	2.0-liter 4 turbo	29	20	40	2.7	6.1	14.6 @ 101	111	122	56.0	37
Buick Enclave Premium	auto 9	310	3.6-liter V6	18	12	26	3.1	7.4	15.8 @ 92	130	141	53.5	41
Buick Encore GX Select	auto 9	155	1.3-liter 3 turbo	26	18	33	3.4	9.4	17.3 @ 82	126	138	54.5	38
Buick Envision Essence	auto 9	228	2.0-liter 4 turbo	23	15	33	3.1	7.5	15.9 @ 92	127	134	55.0	39
Cadillac CT4 Premium Luxury	auto 8	237	2.0-liter 4 turbo	25	16	38	2.9	7.4	15.7 @ 93	129	138	55.0	39
Cadillac CT5 Premium Luxury	auto 10	237	2.0-liter 4 turbo	24	15	36	3.0	7.7	15.9 @ 92	127	137	54.0	42
Cadillac Escalade Premium Luxury	auto 10	420	6.2-liter V8	16	10	23	2.4	6.5	15.0 @ 96	136	145	48.5	41
Cadillac XT4 Premium Luxury	auto 9	237	2.0-liter 4 turbo	23	16	31	3.0	7.6	15.9 @ 91	128	141	55.0	39
Cadillac XT5 Premium Luxury	auto 9	310	3.6-liter V6	20	13	30	2.7	7.1	15.6 @ 92	132	140	53.5	42
Cadillac XT6 Premium Luxury	auto 9	310	3.6-liter V6	18	12	26	3.0	7.1	15.6 @ 93	134	137	51.0	41
Chevrolet Blazer LT	auto 9	308	3.6-liter V6	19	13	27	2.7	6.4	15.0 @ 96	130	139	54.5	40
Chevrolet Bolt 2LT	1-spd. dir.	200	electric	120**	131**	109**	3.0	6.8	15.3 @ 93	138	145	53.0	36
Chevrolet Bolt EUV Premier	1-spd. dir.	200	electric	115**	124**	105**	3.2	7.2	15.7 @ 92	137	141	53.0	38
Chevrolet Camaro SS	man 6	455	6.2-liter V8	20	13	28	2.0	4.4	12.7 @ 116	112	119	56.0	40
Chevrolet Corvette 2LT	seq 8	495	6.2-liter V8	19	12	29	1.5	3.4	11.8 @ 119	113	124	58.5	38
Chevrolet Equinox LT	auto 6	175	1.5-liter 4 turbo	25	17	34	3.7	9.6	17.5 @ 82	132	145	53.0	39
Chevrolet Malibu LT	CVT	160	1.5-liter 4 turbo	29	19	41	3.1	8.4	16.6 @ 86	130	149	53.0	38
Chevrolet Silverado 1500 LT	auto 8	305	3.0-liter 6 turbodiesel	23	16	32	3.1	7.9	16.2 @ 88	144	163	47.0	51
Chevrolet Silverado 1500 LT	auto 10	355	5.3-liter V8	17	11	24	2.4	6.9	15.2 @ 94	136	148	49.5	51
Chevrolet Suburban Premier	auto 10	355	5.3-liter V8	16	11	22	2.8	7.6	15.8 @ 92	145	150	49.0	45
Chevrolet Tahoe LT	auto 10	355	5.3-liter V8	17	11	24	2.9	7.8	16.0 @ 91	145	153	49.0	41
Chevrolet TrailBlazer LT	auto 9	155	1.3-liter 3 turbo	27	19	37	3.6	9.5	17.5 @ 82	133	135	54.0	36

**Miles-per-gallon equivalent (MPGe).

CR'S TEST DATA & RATINGS Road-Test Highlights

Make + Model	Trans.	HP	Engine	CR's Fuel economy (mpg)			Acceleration			Braking		Performance	
				Overall	City	Highway	0 - 30 mph (sec.)	0 - 60 mph (sec.)	1/4 mi (sec. @ mph)	from 60 mph dry (ft.)	from 60 mph wet (ft.)	AM speed (mph)	Turning circle (ft.)
Chevrolet Traverse Premier	auto 9	310	3.6-liter V6	20	14	28	3.0	7.3	15.7 @ 93	130	136	50.5	40
Chrysler 300 C	auto 8	363	5.7-liter V8	20	13	31	2.5	6.1	14.5 @ 102	134	NA	49.5	39
Chrysler 300 Limited	auto 8	292	3.6-liter V6	22	14	32	3.2	7.4	15.8 @ 95	137	142	50.0	40
Chrysler Pacifica Touring L	auto 9	287	3.6-liter V6	21	13	33	3.1	8.0	16.2 @ 90	136	141	51.0	41
Chrysler Pacifica Hybrid Touring L	CVT	248	3.6-liter V6 hybrid + electric	27	21	32	3.8	8.3	16.5 @ 91	145	145	48.5	41
Dodge Challenger R/T Plus	man 6	375	5.7-liter V8	20	14	27	2.3	5.5	13.9 @ 106	119	128	51.5	40
Dodge Charger R/T	auto 8	370	5.7-liter V8	20	13	31	2.5	6.1	14.5 @ 102	128	141	50.5	39
Dodge Charger SXT	auto 8	292	3.6-liter V6	22	14	32	3.2	7.4	15.8 @ 95	134	145	52.0	40
Dodge Durango GT	auto 8	290	3.6-liter V6	18	12	25	3.1	8.3	16.4 @ 87	134	150	48.0	41
Fiat 500X Pop	auto 9	177	1.3-liter 4 turbo	23	16	31	3.8	9.8	17.6 @ 81	130	146	52.5	37
Ford Bronco Outer Banks	auto 10	315	2.7-liter V6 turbo	18	13	24	3.1	7.0	15.6 @ 93	149	168	51.5	37
Ford Bronco Sport Outer Banks	auto 8	181	1.5-liter 3 turbo	25	17	35	3.3	8.9	16.9 @ 85	126	135	53.5	39
Ford Edge SEL	auto 8	250	2.0-liter 4 turbo	22	15	31	2.9	7.7	16.0 @ 89	129	137	52.0	41
Ford Escape Active	auto 8	181	1.5-liter 3 turbo	26	17	37	3.3	8.9	16.9 @ 85	128	137	53.0	39
Ford Escape Hybrid ST-Line Select	CVT	200	2.5-liter 4 hybrid	34	30	38	3.5	8.3	16.5 @ 90	128	135	51.0	39
Ford Expedition MAX Limited	auto 10	375	3.5-liter V6 turbo	16	11	23	2.7	7.3	15.7 @ 92	143	157	46.5	45
Ford Explorer XLT	auto 10	300	2.3-liter 4 turbo	21	14	29	3.1	7.4	16.0 @ 89	136	139	51.5	40
Ford F-150 XLT	auto 10	325	2.7-liter V6 turbo	19	13	26	2.9	6.7	15.2 @ 96	143	148	47.5	49
Ford F-150 Hybrid Lariat	auto 10	430	3.5-liter V6 turbo + electric	20	15	24	2.6	6.3	14.7 @ 100	141	143	48.0	49
Ford F-150 Lightning Lariat	1-spd. dir.	580	electric	70**	78**	63**	2.0	4.3	13.0 @ 105	144	153	49.0	50
Ford Maverick XLT	auto 8	250	2.0-liter 4 turbo	23	16	32	2.8	7.1	15.4 @ 94	127	139	52.5	41
Ford Maverick Hybrid Lariat	CVT	191	2.5-liter 4 hybrid	37	33	39	3.4	8.3	16.5 @ 89	129	145	51.5	41
Ford Mustang Mach-E Premium	1-spd. dir.	290	electric	90**	96**	84**	2.3	5.3	13.9 @ 101	136	142	52.0	39
Ford Ranger XLT	auto 10	270	2.3-liter 4 turbo	20	14	27	3.2	7.4	15.8 @ 92	143	150	47.0	43
Genesis G70 Sport Prestige	auto 8	252	2.0-liter 4 turbo	23	15	32	3.3	7.8	16.1 @ 91	137	146	56.5	38
Genesis G80 Advanced	auto 8	300	2.5-liter 4 turbo	24	16	34	2.9	6.8	15.2 @ 98	128	134	55.5	40
Genesis GV60 Advanced	1-spd. dir.	314	electric	95**	103**	86**	2.1	5.1	13.9 @ 101	131	144	54.5	41
Genesis GV70 Advanced	auto 8	300	2.5-liter 4 turbo	24	16	34	3.2	7.5	15.8 @ 95	135	143	54.5	39
Genesis GV80 Advanced	auto 8	375	3.5-liter V6 turbo	18	12	25	2.4	6.0	14.5 @ 100	129	139	51.5	41
GMC Acadia Denali	auto 9	310	3.6-liter V6	19	13	28	2.6	6.8	15.4 @ 93	130	139	53.5	40
GMC Sierra 1500 SLE	auto 8	355	5.3-liter V8	17	11	24	2.4	6.9	15.2 @ 94	136	148	49.5	51
GMC Sierra 1500 SLT	auto 10	277	3.0-liter 6 turbodiesel	23	16	32	3.1	7.9	16.2 @ 88	144	163	47.0	51
GMC Yukon SLT	auto 10	355	5.3-liter V8	17	11	24	2.9	7.8	16.0 @ 91	145	153	49.0	41
GMC Yukon XL SLT	auto 10	355	5.3-liter V8	16	11	22	2.8	7.6	15.8 @ 92	145	150	49.0	45
Honda Accord EX	CVT	192	1.5-liter 4 turbo	32	21	46	3.4	8.0	16.3 @ 91	133	147	55.5	39
Honda Accord Hybrid Sport	CVT	204	2.0-liter 4 hybrid	40	34	45	3.1	8.0	16.4 @ 87	128	137	56.5	39
Honda Civic Si	man 6	200	1.5-liter 4 turbo	32	21	44	3.0	7.3	15.4 @ 95	134	147	57.5	40
Honda Civic Sport	CVT	158	2.0-liter 4	33	23	44	4.1	9.7	17.6 @ 86	129	137	56.5	40
Honda CR-V EX	CVT	190	1.5-liter 4 turbo	26	19	33	3.7	8.8	17.0 @ 86	129	145	54.0	39
Honda HR-V Sport	CVT	158	2.0-liter 4	27	19	37	4.7	11.1	18.6 @ 81	130	148	54.0	39
Honda Odyssey EX-L	auto 10	280	3.5-liter V6	22	14	33	3.4	8.1	16.4 @ 89	136	152	50.0	41
Honda Passport EX-L	auto 9	280	3.5-liter V6	21	14	28	2.5	6.4	15.0 @ 95	135	143	53.5	40
Honda Pilot Touring	auto 10	285	3.5-liter V6	21	14	29	3.0	7.7	16.1 @ 90	129	140	51.5	39
Honda Ridgeline RTL	auto 9	280	3.5-liter V6	20	13	29	3.0	7.3	15.8 @ 90	134	142	53.5	46
Hyundai Elantra SEL	CVT	147	2.0-liter 4	33	21	49	3.3	7.9	16.2 @ 90	128	139	55.5	37
Hyundai Elantra Hybrid Blue	CVT	139	1.6-liter 4 hybrid	48	40	55	3.2	8.7	16.8 @ 85	127	131	54.0	37
Hyundai Ioniq 5 SEL	1-spd. dir.	320	electric	98**	110**	87**	1.9	4.7	13.5 @ 102	131	144	53.0	41

Make + Model	Trans.	HP	Engine	CR's Fuel economy (mpg)			Acceleration			Braking		Performance	
				Overall	City	Highway	0 - 30 mph (sec.)	0 - 60 mph (sec.)	1/4 mi (sec. @ mph)	from 60 mph dry (ft.)	from 60 mph wet (ft.)	AM speed (mph)	Turning circle (ft.)
Hyundai Palisade SEL	auto 8	291	3.8-liter V6	21	15	29	2.6	7.1	15.4 @ 94	132	137	52.5	40
Hyundai Santa Cruz SEL Premium	seq 8	281	2.5-liter 4 turbo	24	16	34	2.6	6.6	15.0 @ 98	132	149	51.5	41
Hyundai Santa Fe SEL	auto 8	191	2.5-liter 4	24	17	32	3.6	10.0	17.6 @ 83	126	136	54.5	39
Hyundai Santa Fe Hybrid SEL Premium	auto 6	226	1.6-liter 4 turbo + electric	30	23	37	3.1	8.3	16.4 @ 88	130	134	51.0	39
Hyundai Sonata SEL	auto 8	191	2.5-liter 4	31	20	46	2.9	7.5	15.8 @ 93	127	138	56.0	37
Hyundai Sonata Hybrid SE	auto 6	193	2.0-liter 4 hybrid	44	36	51	3.0	8.0	16.1 @ 90	135	142	54.0	37
Hyundai Tucson Hybrid SEL Convenience	auto 6	226	1.6-liter 4 turbo + electric	35	29	40	2.9	7.7	15.9 @ 90	132	135	53.0	40
Hyundai Tucson SEL	auto 8	187	2.5-liter 4	26	18	35	3.3	9.6	17.2 @ 84	130	131	53.0	40
Hyundai Venue SEL	CVT	121	1.6-liter 4	32	23	41	3.4	8.9	17.0 @ 83	125	138	55.5	34
Infiniti Q50 Luxe	auto 7	300	3.0-liter V6 turbo	22	14	32	2.4	5.7	14.2 @ 103	126	131	56.0	39
Infiniti QX50 Luxe	CVT	268	2.0-liter 4 turbo	22	15	29	3.1	7.2	15.6 @ 94	129	130	55.5	38
Infiniti QX60 Luxe	auto 9	295	3.5-liter V6	21	14	28	2.6	6.7	15.2 @ 93	138	150	52.5	40
Infiniti QX80 Luxe	auto 7	400	5.6-liter V8	15	11	21	2.7	6.9	15.4 @ 94	139	155	47.0	44
Jaguar E-Pace SE	auto 9	246	2.0-liter 4 turbo	21	15	29	3.1	7.9	16.3 @ 87	129	131	54.0	39
Jaguar F-Pace R-Dynamic S	auto 8	395	3.0-liter 6 turbo	20	14	27	2.4	6.0	14.4 @ 100	129	139	50.5	41
Jaguar I-Pace HSE	1-spd. dir.	394	electric	76**	80**	72**	2.0	4.3	13.0 @ 108	136	142	52.0	40
Jeep Cherokee Trailhawk	auto 9	270	2.0-liter 4 turbo	23	15	34	3.2	7.5	16.0 @ 91	129	139	53.0	38
Jeep Gladiator Sport	auto 8	285	3.6-liter V6	18	13	23	2.8	7.8	16.1 @ 88	135	144	49.5	46
Jeep Grand Cherokee L Limited	auto 8	290	3.6-liter V6	19	13	28	3.0	8.8	16.7 @ 85	141	150	50.5	40
Jeep Grand Cherokee Limited	auto 8	293	3.6-liter V6	20	14	28	2.6	7.8	16.0 @ 87	138	145	51.5	40
Jeep Renegade Latitude	auto 9	177	1.3-liter 4 turbo	24	16	32	3.8	9.9	17.6 @ 81	130	133	51.5	37
Jeep Wagoneer Series II	auto 8	392	5.7-liter V8	15	10	21	2.6	7.1	15.4 @ 93	149	163	48.5	40
Jeep Wrangler Sahara	auto 8	285	3.6-liter V6	18	13	24	2.7	7.3	15.6 @ 90	144	163	49.0	42
Kia Carnival EX	auto 8	290	3.5-liter V6	21	13	32	3.4	8.4	16.5 @ 90	129	134	52.0	39
Kia EV6 Wind	1-spd. dir.	320	electric	105**	116**	94**	1.8	4.7	13.4 @ 102	126	136	54.5	40
Kia Forte LXS	CVT	147	2.0-liter 4	34	22	49	3.6	8.3	16.7 @ 88	131	142	53.0	36
Kia K5 LXS	auto 8	180	1.6-liter 4 turbo	32	20	52	3.1	7.7	16.0 @ 92	130	140	53.5	37
Kia Niro EX	seq 6	139	1.6-liter 4 hybrid	45	41	48	3.3	8.9	16.9 @ 84	133	144	55.0	37
Kia Niro EV Wind	1-spd. dir.	201	electric	113**	126**	101**	3.2	7.1	15.6 @ 93	128	143	56.5	36
Kia Rio S	CVT	120	1.6-liter 4	33	22	48	3.6	9.6	17.3 @ 84	131	140	54.5	35
Kia Seltos S	CVT	146	2.0-liter 4	28	20	35	3.6	9.0	17.1 @ 84	128	133	55.0	36
Kia Sorento EX	seq 8	281	2.5-liter 4 turbo	25	17	34	2.6	6.5	14.9 @ 99	133	143	52.5	39
Kia Sorento Hybrid EX	auto 6	227	1.6-liter 4 turbo + electric	28	22	34	3.0	8.1	16.3 @ 88	132	148	53.0	39
Kia Soul EX	CVT	147	2.0-liter 4	28	21	35	3.5	8.8	16.9 @ 84	120	130	55.0	36
Kia Sportage EX	auto 8	187	2.5-liter 4	25	17	34	3.5	10.0	17.5 @ 83	134	151	55.5	40
Kia Sportage Hybrid EX	auto 6	227	1.6-liter 4 turbo + electric	36	31	39	2.9	7.7	15.9 @ 91	139	156	52.0	40
Kia Telluride EX	auto 8	291	3.8-liter V6	21	14	30	2.7	7.2	15.5 @ 93	127	133	53.5	40
Land Rover Defender SE	auto 8	395	3.0-liter 6 turbo	18	12	26	3.0	6.9	15.3 @ 96	147	150	49.0	43
Land Rover Discovery R-Dynamic HSE	auto 8	355	3.0-liter 6 turbo	17	12	24	2.9	7.3	15.6 @ 93	138	148	47.5	42
Land Rover Discovery Sport SE	auto 9	246	2.0-liter 4 turbo	21	15	28	3.6	8.6	16.9 @ 87	136	145	50.5	39
Land Rover Range Rover Evoque SE	auto 9	246	2.0-liter 4 turbo	20	13	29	3.2	8.3	16.6 @ 86	126	129	49.5	39
Land Rover Range Rover Sport SE	auto 8	355	3.0-liter 6 turbo	20	13	31	2.8	7.2	15.4 @ 96	133	145	50.5	42
Land Rover Range Rover Velar S	auto 8	247	2.0-liter 4 turbo	21	14	30	3.0	8.4	16.5 @ 88	130	134	51.5	39
Lexus ES350	auto 8	302	3.5-liter V6	25	16	38	3.0	6.9	15.4 @ 97	132	139	53.0	40
Lexus ES300h	CVT	215	2.5-liter 4 hybrid	42	32	52	3.5	8.3	16.5 @ 91	135	139	53.0	40

**Miles-per-gallon equivalent (MPGe).

Make + Model	Trans.	HP	Engine	CR's Fuel economy (mpg)			Acceleration			Braking		Performance	
				Overall	City	Highway	0 - 30 mph (sec.)	0 - 60 mph (sec.)	1/4 mi (sec. @ mph)	from 60 mph dry (ft.)	from 60 mph wet (ft.)	AM speed (mph)	Turning circle (ft.)
Lexus GX460	auto 6	301	4.6-liter V8	17	11	24	2.7	7.5	16.0 @ 89	136	143	48.0	41
Lexus IS300	auto 6	260	3.5-liter V6	22	15	31	2.6	6.1	14.7 @ 98	129	141	55.0	37
Lexus LS500	auto 10	416	3.4-liter V6 turbo	20	12	32	2.4	6.0	14.4 @ 103	136	139	51.5	41
Lexus NX350	auto 8	275	2.4-liter 4 turbo	25	17	35	3.0	7.2	15.5 @ 96	127	138	53.5	38
Lexus NX350h	CVT	240	2.5-liter 4 hybrid	38	37	39	2.8	7.6	15.9 @ 90	138	152	53.0	38
Lexus RX 350 Premium+	auto 8	275	2.4-liter 4 turbo	24	16	34	3.1	7.5	15.8 @ 93	132	145	51.5	41
Lexus RX 350h Premium+	CVT	240	2.5-liter 4 hybrid	34	29	38	2.8	7.8	15.8 @ 93	137	149	52.5	41
Lexus UX250h	CVT	181	2.0-liter 4 hybrid	37	32	42	3.4	8.8	16.8 @ 86	137	143	54.0	35
Lincoln Aviator Reserve	auto 10	400	3.0-liter V6 turbo	19	12	28	2.5	6.2	14.8 @ 98	138	145	52.0	41
Lincoln Corsair Reserve	auto 8	250	2.0-liter 4 turbo	23	15	33	2.8	7.2	15.7 @ 90	128	139	54.5	38
Lincoln Nautilus Reserve	auto 8	335	2.7-liter V6 turbo	18	12	28	2.6	7.2	15.5 @ 92	128	142	53.5	40
Lincoln Navigator Reserve	auto 10	440	3.5-liter V6 turbo	16	11	22	2.4	6.2	14.7 @ 98	144	162	47.0	42
Lucid Air Touring	1-spd. dir.	620	electric	121**	121**	120**	1.6	3.5	11.6 @ 125	120	131	57.5	41
Maserati Ghibli Modena Q4	auto 8	424	3.0-liter V6 turbo	19	12	27	2.5	5.4	14.0 @ 107	115	125	53.5	40
Maserati Grecale GT	auto 8	296	2.0-liter 4 turbo	24	17	32	2.5	6.2	14.7 @ 100	129	137	54.5	42
Mazda3 Select	auto 6	191	2.5-liter 4	30	20	44	3.0	7.7	16.1 @ 91	125	134	54.0	37
Mazda CX-30 Preferred	auto 6	186	2.5-liter 4	27	18	37	3.2	8.7	16.7 @ 88	133	147	54.0	37
Mazda CX-5 Preferred	auto 6	187	2.5-liter 4	24	17	33	3.1	8.6	16.6 @ 85	133	144	54.0	37
Mazda CX-50 Premium Plus	auto 6	187	2.5-liter 4	24	16	33	3.4	9.3	17.2 @ 84	131	142	53.0	38
Mazda MX-5 Miata Club	man 6	181	2.0-liter 4	34	25	42	2.2	6.7	15.1 @ 92	124	133	57.5	32
Mercedes-Benz C300 Premium	auto 9	255	2.0-liter 4 turbo	29	18	43	2.8	6.7	15.2 @ 96	141	152	53.0	39
Mercedes-Benz CLA250	seq 7	221	2.0-liter 4 turbo	27	17	42	2.7	6.6	15.1 @ 96	131	143	56.0	36
Mercedes-Benz E350	auto 9	255	2.0-liter 4 turbo	24	15	36	2.8	7.1	15.6 @ 93	128	143	54.5	39
Mercedes-Benz EQS580 Premium	1-spd. dir.	516	electric	94**	91**	98**	1.8	4.0	12.4 @ 114	133	148	55.5	37
Mercedes-Benz EQS SUV 450 Premium	1-spd. dir.	355	electric	78**	79**	77**	2.2	5.6	14.3 @ 98	126	146	53.0	38
Mercedes-Benz GLA250	seq 8	221	2.0-liter 4 turbo	27	17	40	2.7	6.8	15.3 @ 93	133	135	54.0	39
Mercedes-Benz GLB250	seq 8	221	2.0-liter 4 turbo	26	17	38	2.7	6.8	15.4 @ 93	125	135	54.5	38
Mercedes-Benz GLE450	auto 9	362	3.0-liter 6 turbo	20	13	29	2.3	6.0	14.4 @ 100	132	138	51.5	39
Mercedes-Benz GLS450	auto 9	362	3.0-liter 6 turbo	20	13	30	2.4	6.4	14.8 @ 97	133	143	50.5	39
Mini Cooper S	man 6	189	2.0-liter 4 turbo	30	23	38	2.7	7.2	15.5 @ 94	130	139	56.0	36
Mini Cooper Countryman S	auto 8	189	2.0-liter 4 turbo	25	17	36	3.1	8.3	16.5 @ 87	120	130	53.0	39
Mitsubishi Eclipse Cross SE	CVT	152	1.5-liter 4 turbo	24	17	31	3.6	9.9	17.6 @ 80	132	134	52.5	36
Mitsubishi Mirage ES	CVT	78	1.2-liter 3	37	28	47	4.4	12.1	19.0 @ 75	138	145	52.5	32
Mitsubishi Outlander SE	CVT	181	2.5-liter 4	25	17	34	3.7	9.8	17.5 @ 83	133	136	51.0	38
Nissan Altima SV	CVT	188	2.5-liter 4	31	20	45	3.1	7.6	15.9 @ 92	131	140	53.5	38
Nissan Armada Platinum	auto 7	400	5.6-liter V8	14	10	20	2.7	6.7	15.3 @ 95	133	147	50.5	43
Nissan Frontier SV	auto 9	310	3.8-liter V6	18	12	24	3.0	7.5	15.8 @ 92	128	136	52.0	44
Nissan Kicks SV	CVT	122	1.6-liter 4	32	24	40	4.0	10.5	18.1 @ 79	137	143	51.5	35
Nissan Leaf SV Plus	1-spd. dir.	214	electric	104**	114**	94**	3.2	7.0	15.7 @ 92	139	142	52.5	37
Nissan Murano SL	CVT	260	3.5-liter V6	21	14	29	3.4	7.7	16.0 @ 92	131	137	50.5	40
Nissan Pathfinder SL	auto 9	284	3.5-liter V6	21	14	30	3.0	7.6	16.0 @ 90	138	142	52.5	40
Nissan Rogue SV	CVT	201	1.5-liter 3 turbo	25	17	34	3.5	9.1	17.0 @ 87	134	147	56.0	37
Nissan Sentra SV	CVT	149	2.0-liter 4	32	22	44	3.5	8.5	16.7 @ 87	129	138	55.5	39
Nissan Titan SV	auto 9	400	5.6-liter V8	16	11	22	2.8	6.7	15.3 @ 95	131	143	49.5	50
Nissan Versa SV	CVT	122	1.6-liter 4	32	22	45	3.7	9.6	17.5 @ 81	130	143	52.5	36
Polestar 2 Long Range Dual Motor	1-spd. dir.	231	electric	92**	96**	88**	2.0	4.4	13.1 @ 108	123	127	55.5	39
Porsche 718 Boxster Base	seq 7	300	2.0-liter 4 turbo	26	18	36	1.7	4.4	13.0 @ 110	108	119	59.0	37
Porsche Cayenne Base	auto 8	335	3.0-liter V6 turbo	21	15	29	2.8	6.5	14.9 @ 100	131	140	49.5	41
Porsche Macan S	seq 7	375	2.9-liter V6 turbo	19	13	26	2.7	6.4	14.7 @ 101	130	135	51.0	40

Make + Model	Trans.	HP	Engine	CR's Fuel economy (mpg)			Acceleration			Braking		Performance	
				Overall	City	Highway	0 - 30 mph (sec.)	0 - 60 mph (sec.)	1/4 mi (sec. @ mph)	from 60 mph dry (ft.)	from 60 mph wet (ft.)	AM speed (mph)	Turning circle (ft.)
Porsche Taycan 4S	1-spd. dir.	562	electric	69**	68**	71**	1.8	4.0	12.5 @ 115	130	139	52.5	36
Ram 1500 Big Horn	auto 8	395	5.7-liter V8	17	11	24	2.7	7.1	15.4 @ 94	137	150	47.5	48
Ram 1500 Big Horn	auto 8	260	3.0-liter V6 turbodiesel	23	16	31	3.3	8.8	16.8 @ 87	138	146	47.0	48
Rivian R1T Launch Edition	1-spd. dir.	750	electric	70**	74**	66**	1.8	3.8	12.2 @ 111	135	149	52.5	47
Subaru Ascent Limited	CVT	260	2.4-liter 4 turbo	22	14	32	3.3	8.0	16.4 @ 88	129	136	52.0	40
Subaru BRZ Limited	man 6	228	2.4-liter 4	27	21	33	2.4	6.3	14.6 @ 99	117	123	60.0	36
Subaru Forester Premium	CVT	182	2.5-liter 4	28	20	38	3.7	9.2	17.2 @ 85	130	138	53.0	36
Subaru Legacy Premium	CVT	182	2.5-liter 4	28	19	39	3.4	8.9	16.9 @ 86	131	141	54.5	39
Subaru Outback Limited XT	CVT	260	2.4-liter 4 turbo	24	16	32	3.0	7.1	15.5 @ 95	132	143	54.0	38
Subaru Solterra Limited	1-spd. dir.	215	electric	102**	93**	111**	2.4	6.4	15.0 @ 93	135	145	53.0	38
Subaru WRX Premium	man 6	271	2.4-liter 4 turbo	25	18	33	1.8	5.8	14.1 @ 101	124	130	59.0	38
Tesla Model 3 Long Range	1-spd. dir.	258	electric	130**	136**	123**	2.4	5.3	14.0 @ 102	133	141	55.0	40
Tesla Model S Long Range	1-spd. dir.	670	electric	120**	101**	102**	1.6	3.2	11.1 @ 130	125	135	58.0	40
Tesla Model X Long Range	1-spd. dir.	670	electric	102**	107**	97**	2.2	4.9	13.4 @ 106	127	135	53.5	42
Tesla Model Y Long Range	1-spd. dir.	384	electric	121**	127**	114**	2.3	4.7	13.1 @ 113	121	127	54.5	41
Toyota 4Runner SR5	auto 5	270	4.0-liter V6	17	12	24	3.0	7.7	16.1 @ 89	131	145	46.0	45
Toyota bZ4X Limited	1-spd. dir.	214	electric	102**	93**	111**	2.4	6.4	15.0 @ 93	135	145	53.0	38
Toyota Camry LE	auto 8	203	2.5-liter 4	32	20	49	3.2	8.0	16.3 @ 91	126	133	53.5	39
Toyota Camry Hybrid LE	CVT	208	2.5-liter 4 hybrid	47	39	53	3.3	7.8	16.1 @ 92	138	147	54.5	40
Toyota Corolla Hatchback LE	CVT	169	2.0-liter 4	36	24	51	3.4	8.7	16.8 @ 87	129	133	53.5	39
Toyota Corolla Hybrid LE	CVT	121	1.8-liter 4 hybrid	48	37	59	3.7	10.3	17.8 @ 81	142	148	53.0	37
Toyota Corolla Cross LE	CVT	169	2.0-liter 4	28	21	35	3.6	9.3	17.2 @ 85	128	140	58.0	37
Toyota Corolla LE	CVT	169	2.0-liter 4	33	23	45	4.5	10.4	18.1 @ 83	134	143	53.0	37
Toyota GR86 Premium	man 6	228	2.4-liter 4	28	21	36	2.3	6.3	14.6 @ 98	119	127	59.0	36
Toyota Highlander XLE	auto 8	265	2.4-liter 4 turbo	22	14	33	3.1	7.7	16.0 @ 92	133	143	52.0	39
Toyota Highlander Hybrid XLE	CVT	243	2.5-liter 4 hybrid	35	27	41	2.9	8.0	16.2 @ 88	141	153	49.5	39
Toyota RAV4 XLE	auto 8	203	2.5-liter 4	27	19	38	3.1	8.3	16.5 @ 88	131	140	54.0	37
Toyota RAV4 Hybrid XLE	CVT	219	2.5-liter 4 hybrid	37	32	41	2.9	7.8	16.0 @ 91	139	145	52.0	37
Toyota RAV4 Prime XSE	CVT	302	2.5-liter 4 hybrid + electric	34	29	39	2.4	6.3	14.8 @ 97	142	155	51.0	39
Toyota Sequoia Limited	auto 10	437	3.4-liter V6 turbo + electric	18	12	23	2.9	6.8	15.3 @ 96	145	160	44.5	42
Toyota Sienna XLE	CVT	245	2.5-liter 4 hybrid	36	28	43	3.2	8.2	16.4 @ 89	148	155	50.0	40
Toyota Supra Premium	auto 8	382	3.0-liter 6 turbo	27	18	36	2.0	4.6	13.0 @ 112	115	138	56.0	35
Toyota Tacoma SR5	auto 6	278	3.5-liter V6	19	14	25	3.5	8.2	16.5 @ 90	146	158	46.0	42
Toyota Tundra SR5	auto 10	389	3.4-liter V6 turbo	17	12	23	2.4	6.3	14.8 @ 98	140	150	48.0	50
Toyota Venza XLE	CVT	219	2.5-liter 4 hybrid	37	31	42	2.9	7.8	16.0 @ 91	137	147	51.0	39
Volkswagen Arteon SEL R-Line	seq 7	300	2.0-liter 4 turbo	24	16	36	3.3	7.9	16.1 @ 94	125	129	53.5	40
Volkswagen Atlas SEL	auto 8	276	3.6-liter V6	20	13	28	3.5	8.7	16.7 @ 88	135	148	51.0	40
Volkswagen Atlas Cross Sport SE	auto 8	235	2.0-liter 4 turbo	21	14	30	3.7	8.7	16.8 @ 88	131	134	52.0	40
Volkswagen Golf GTI SE	man 6	241	2.0-liter 4 turbo	28	19	39	2.8	6.4	14.9 @ 100	127	141	56.0	37
Volkswagen ID.4 Pro S	1-spd. dir.	295	electric	93**	98**	88**	2.5	5.8	14.5 @ 98	134	138	52.5	38
Volkswagen Jetta SE	auto 8	158	1.5-liter 4 turbo	34	21	54	3.6	9.0	17.0 @ 87	135	138	52.0	38
Volkswagen Taos SE	seq 7	158	1.5-liter 4 turbo	26	17	39	3.7	9.4	17.3 @ 84	130	134	53.0	39
Volkswagen Tiguan SE	auto 8	184	2.0-liter 4 turbo	25	16	35	4.1	10.3	17.9 @ 83	131	135	52.0	39
Volvo S60 Plus	auto 8	247	2.0-liter 4 turbo	26	17	39	3.0	7.3	15.5 @ 95	125	139	53.5	38
Volvo S90 Plus	auto 8	295	2.0-liter 4 turbo	23	14	35	2.9	7.2	15.4 @ 98	130	142	52.5	39
Volvo XC40 Plus	auto 8	247	2.0-liter 4 turbo	24	16	33	2.9	7.3	15.6 @ 94	132	135	54.0	38
Volvo XC60 Plus	auto 8	295	2.0-liter 4 turbo	23	15	32	3.0	8.0	16.2 @ 90	124	129	52.0	39
Volvo XC90 Plus	auto 8	295	2.0-liter 4 turbo	20	14	28	3.1	7.7	15.9 @ 93	126	137	52.5	41

**Miles-per-gallon equivalent (MPGe).

SAFETY FEATURES AND CRASH-TEST RATINGS

WHEN ASSESSING SAFETY, it's important to compare vehicles within the same class. Models perform differently in crashes based on their size and what they hit. Even a small car with top crash-test ratings will take the brunt of an impact if hit by a larger, heavier vehicle.

As safety technology progresses rapidly, we've begun evaluating some active safety features in our test program. As part of CR's Overall Score, we give additional consideration to certain active safety features–offered as standard equipment across all trim levels of a particular model–that can help drivers avoid an accident or lessen the impact of a crash.

In addition to crash test ratings from the National Highway Traffic Safety Administration (NHTSA), the Insurance Institute for Highway Safety (IIHS) conducts additional crash tests that get more difficult over time. For example, the side crash test now involves a higher speed and a heavier barrier than in prior years.

Overall, newly introduced vehicles that were designed with these test in mind have performed much better than older models.

Guide to the Charts

The charts on these pages are a comprehensive collection of data to help you compare the safety capabilities of different models. Because crash-test results can be compared only among vehicles of similar weight, we group models by category. Here is a guide to each column:

■ **Accident avoidance.** This composite score is derived from our track tests, including braking and emergency handling, and to a lesser extent driving position, visibility, acceleration, and seat comfort. If we test multiple versions of the same model and the accident-avoidance scores differ, we give the range of scores attained.

■ **Front-crash prevention.** This indicates the availability of highway-speed and pedestrian-detection automatic emergency braking (AEB), blind spot warning (BSW), and rear cross traffic warning (RCTW) on a model. Std. indicates that the safety feature is standard equipment; Opt. means it's available, but might not be on all trims; and NA indicates that the feature is not available.

■ **IIHS safety tests.** These include the driver- and passenger side front small-overlap, tests, which replicate a 40-mph crash in which the front of a car hits a rigid barrier. They also include an offset frontal crash that represents a head-on collision with 40 percent overlap, side-impact, and rear crash tests, and a roof-strength evaluation.

IIHS scores are Good, Acceptable, Marginal, and Poor. The roof-strength test subjects a vehicle to a force equal to four times its weight for up to 5 inches of roof crush.

■ **NHTSA safety tests.** These tests measure full-frontal and side-impact performance, and they're displayed as a combined overall and overall front and side rating. The rollover rating denotes the risk in a single-vehicle crash. This score is largely based on a static measure of a vehicle's center of gravity. A dynamic test is used for light trucks.

For all crash tests a dash (—) means the test hasn't been conducted.

INSIDE
CR'S LABS

PHOTO: JOHN POWERS/CONSUMER REPORTS

Make + Model	CR Tests	Front Crash Prevention				IIHS Safety Tests						NHTSA Safety Tests		
	Accident avoidance	AEB pedestrian	AEB highway	BSW	RCTW	Small overlap driver	Small overlap passenger	Offset front	Side	Rear	Roof	Combined overall	Overall front/side	Rollover 2WD/4WD
CARS: SUBCOMPACT														
Kia Rio	⌃	Opt.	Opt.	NA	NA	Good	Accept.	Good	Good	Good	Good	—	—	—
Mitsubishi Mirage	⌄	Std.	NA	NA	NA	Marg.	—	Good	Good	Good	Good	⌃	⌃ / ⌃	⌃ / —
Nissan Versa	⌃	Std.	Std.	Opt.	Opt.	—	—	Good	Good	—	—	⌃⌃	⌃ / ⌃⌃	⌃ / —
CARS: COMPACT														
Honda Civic	⌃⌃	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⌃⌃	⌃ / ⌃⌃	⌃⌃ / —
Hyundai Elantra	⌃⌃	Std.	Opt.	Std.	Std.	Good	Good	Good	Good	Good	Good	⌃⌃	⌃ / ⌃⌃	⌃⌃ / —
Hyundai Venue	⌃⌃	Std.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⌃	⌃ / ⌃⌃	⌃ / —
Kia Forte	⌃	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⌃	⌃ / ⌃⌃	⌃ / —
Kia Niro	⌃	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Kia Soul	⌃⌃	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⌃	⌃ / ⌃⌃	⌃ / —
Mazda3	⌃⌃	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⌃⌃	⌃⌃ / ⌃⌃	⌃⌃ / ⌃⌃

⇊ ↓ I ↑ ⇈
WORSE — BETTER

Make + Model	CR Tests	Front Crash Prevention				IIHS Safety Tests						NHTSA Safety Tests		
	Accident avoidance	AEB pedestrian	AEB highway	BSW	RCTW	Small overlap driver	Small overlap passenger	Offset front	Side	Rear	Roof	Combined overall	Overall front/side	Rollover 2WD/4WD
CARS: COMPACT *Continued*														
Nissan Kicks	I	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ⇈	↑ / —
Nissan Sentra	⇈	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⇈	↑ / ⇈	⇈ / —
Subaru Impreza (2024)	—	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Toyota Corolla	I – ↑	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⇈	⇈ / ⇈	↑ / —
Toyota Prius	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Volkswagen Jetta	↑	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⇈	↑ / ⇈	↑ / —
CARS: COMPACT ELECTRIC														
BMW i4	⇈	Std.	Opt.	Std.	Std.	—	—	—	—	—	—	—	—	—
Chevrolet Bolt	I	Std.	NA	Opt.	Opt.	—	—	—	—	Good	Good	—	—	⇈ / —
Chevrolet Bolt EUV	I	Std.	Opt.	Opt.	Opt.	—	—	—	—	—	—	⇈	⇈ / ⇈	↑ / —
Hyundai Ioniq 6	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Hyundai Kona Electric	↑	Std.	Opt.	Std.	Std.	—	—	—	—	—	—	—	—	—
Kia Niro EV	⇈	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Nissan Leaf	I	Std.	Std.	Std.	Std.	—	—	Good	Good	Good	—	⇈	↑ / ⇈	↑ / —
Tesla Model 3	⇈	Std.	Std.	NA	NA	Good	Good	Good	Good	Good	Good	⇈	⇈ / ⇈	⇈ / ⇈
CARS: COMPACT LUXURY														
Acura Integra	⇈	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⇈	⇈ / ⇈	⇈ / —
Alfa Romeo Giulia	↑	Std.	Std.	Std.	Std.	Good	—	Good	Good	Good	Good	—	—	—
Audi A3	⇈	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	—	—	—
BMW 2 Series Gran Coupe	↑	Std.	Opt.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
Cadillac CT4	⇈	Std.	Opt.	Std.	Std.	—	—	—	—	—	—	—	—	—
Kia Stinger	⇈	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⇈	↑ / ⇈	⇈ / ⇈
Mercedes-Benz CLA	⇈	Std.	Std.	Std.	Opt.	—	—	—	—	—	—	—	—	—
Volkswagen Arteon	⇈	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
CARS: MIDSIZED														
Chevrolet Malibu	↑ – ⇈	Std.	Opt.	Opt.	Opt.	Good	—	Good	Good	Good	Good	↑	⇈ / ↑	↑ / —
Honda Accord	—	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	—	—	—	—	—
Hyundai Sonata	↑ – ⇈	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⇈	↑ / ⇈	⇈ / —
Kia K5	⇈	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⇈	↑ / ⇈	↑ / —
Nissan Altima	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⇈	↑ / ⇈	⇈ / ⇈
Subaru Legacy	⇈	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⇈	⇈ / ⇈	— / ⇈
Toyota Camry	↑ – ⇈	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⇈	⇈ / ⇈	⇈ / ⇈
CARS: MIDSIZED LUXURY														
Acura TLX	↑	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⇈	⇈ / ⇈	⇈ / ⇈
Audi A4	⇈	Std.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⇈	↑ / ⇈	— / ⇈
BMW 3 Series	⇈	Std.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⇈	⇈ / ⇈	⇈ / ⇈
Cadillac CT5	⇈	Std.	Opt.	Std.	Std.	—	—	—	—	—	—	⇈	⇈ / ⇈	⇈ / ⇈
Genesis G70	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
Infiniti Q50	⇈	NA	Std.	Std.	Std.	—	—	Good	Good	Good	Good	—	—	⇈ / ⇈
Lexus ES	↑ – ⇈	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⇈	↑ / ⇈	↑ / ↑
Lexus IS	⇈	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⇈	↑ / ⇈	⇈ / ⇈
Mercedes-Benz C-Class	I	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	—	—	—
Volvo S60	⇈	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⇈	↑ / ⇈	⇈ / ⇈
CARS: MIDSIZED/LARGE ELECTRIC														
BMW i7	⇈	Std.	Opt.	Std.	Std.	—	—	—	—	—	—	—	—	—
Lucid Air	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Mercedes-Benz EQE	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Mercedes-Benz EQS	↑	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Polestar 2	⇈	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Porsche Taycan	⇈	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Tesla Model S	⇈	Std.	Std.	NA	NA	—	—	—	—	—	—	—	—	—

CR'S TEST DATA & RATINGS Safety Features and Crash Tests

Make + Model	**CR Tests**	**Front Crash Prevention**				**IIHS Safety Tests**						**NHTSA Safety Tests**		
	Accident avoidance	AEB pedestrian	AEB highway	BSW	RCTW	Small overlap driver	Small overlap passenger	Offset front	Side	Rear	Roof	Combined overall	Overall front/side	Rollover 2WD/4WD
CARS: LARGE/LUXURY														
Audi A6	⏫	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⏫	🔼 / ⏫	— / ⏫
Audi A8	⏫	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
BMW 5 Series	⏫	Std.	Opt.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
BMW 7 Series	—	Std.	Opt.	Std.	Std.	—	—	—	—	—	—	—	—	—
Chrysler 300	🔼	NA	Opt.	Opt.	Opt.	Marg.	—	Good	Good	Good	Good	🔼	🔼 / ⏫	🔼 / 🔼
Dodge Charger	🔼 – ⏫	NA	Opt.	Opt.	Opt.	Marg.	—	Good	Good	Good	Good	⏫	🔼 / ⏫	⏫ / ⏫
Genesis G80	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	⏫ / ⏫
Genesis G90	—	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	—	—	—
Jaguar XF	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Lexus LS	🔼	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Maserati Ghibli	⏫	Std.	Std.	Std.	Std.	—	—	Good	Good	Good	Good	—	—	—
Mercedes-Benz CLS	—	Std.	Std.	Std.	Opt.	—	—	—	—	—	—	—	—	—
Mercedes-Benz E-Class	⏫	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	⏫ / ⏫
Mercedes-Benz S-Class	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Porsche Panamera	—	Std.	Std.	Opt.	NA	—	—	—	—	—	—	—	—	—
Toyota Crown	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Volvo S90	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
CARS: SPORTS/CONVERTIBLE														
Audi TT	⏫	NA	NA	Std.	NA	—	—	—	—	—	—	—	—	—
BMW 2 Series	⏫	Std.	Opt.	Std.	Std.	—	—	—	—	—	—	—	—	—
BMW Z4	⏫	Std.	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Chevrolet Camaro	⏫	NA	NA	Opt.	Opt.	Good	—	Good	Good	Good	Accept.	⏫	🔼 / ⏫	⏫ / —
Chevrolet Corvette	⏫	NA	NA	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Dodge Challenger	⏫	NA	NA	Opt.	Opt.	Marg.	—	Good	Good	Accept.	Accept.	⏫	🔼 / ⏫	🔼 / 🔼
Ford Mustang (2024)	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Mazda MX-5 Miata	⏫	NA	NA	Std.	Std.	—	—	—	—	—	—	—	—	—
Mini Cooper S	⏫	Std.	NA	NA	NA	Good	—	Good	Good	Good	Good	🔼	🔼 / 🔼	🔼 / —
Nissan Z	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Porsche 718 Boxster	⏫	NA	NA	Opt.	NA	—	—	—	—	—	—	—	—	—
Porsche 911	—	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Subaru BRZ	⏫	Opt.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	—	—	—
Subaru WRX	⏫	Opt.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	⏫ / —
Toyota GR86	⏫	Opt.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	—	—	—
Toyota Supra	⏫	Std.	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Volkswagen Golf GTI	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
MINIVANS														
Chrysler Pacifica	❗	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	🔼 / —
Honda Odyssey	❗	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	🔼 / —
Kia Carnival	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
Toyota Sienna	❗	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	🔼 / ⏫	🔼 / 🔼
SUVs: SMALL														
Chevrolet Equinox	🔼	Std.	NA	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	🔼 / 🔼
Chevrolet Trailblazer	🔼	Std.	NA	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	🔼 / 🔼
Chevrolet Trax (2024)	—	Std.	NA	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Dodge Hornet	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Fiat 500X	🔼	NA	Std.	Opt.	Opt.	—	—	—	—	—	Good	—	—	—
Ford Bronco Sport	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	— / 🔼
Ford Escape	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	🔼 / 🔼
GMC Terrain	—	Std.	NA	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	🔼 / 🔼
Honda CR-V	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	—	—	—
Honda HR-V	🔼	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	—	—	—
Hyundai Kona (2024)	—	Std.	Opt.	Std.	Std.	—	—	—	—	—	—	—	—	—
Hyundai Tucson	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	🔼	⏫ / ⏫	🔼 / 🔼

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WORSE ⟶ BETTER

Make + Model	CR Tests		Front Crash Prevention			IIHS Safety Tests						NHTSA Safety Tests		
	Accident avoidance	AEB pedestrian	AEB highway	BSW	RCTW	Small overlap driver	Small overlap passenger	Offset front	Side	Rear	Roof	Combined overall	Overall front/side	Rollover 2WD/4WD
SUVs: SMALL *Continued*														
Jeep Cherokee	▲	NA	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲	▲ / ▲▲	▲ / ▲
Jeep Compass	—	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲	▲ / ▲▲	! / !
Jeep Renegade	▲	NA	Opt.	Std.	Std.	Good	Accept.	Good	Good	Good	Good	▲	▲ / ▲	▲ / !
Kia Seltos	▲▲	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	▲	▲ / ▲▲	▲ / ▲
Kia Sportage	! – ▲	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	—	—	—
Mazda CX-30	▲	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	▲▲	▲▲ / ▲▲	— / ▲
Mazda CX-5	▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲▲	▲▲ / ▲▲	— / ▲
Mazda CX-50	▲▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
Mitsubishi Eclipse Cross	▲	Std.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	▲▲	▲ / ▲▲	— / ▲
Mitsubishi Outlander	▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
Mitsubishi Outlander Sport	—	Std.	NA	Opt.	Opt.	Accept.	—	Good	Good	Good	Good	▲	▲ / ▲▲	▲ / ▲
Nissan Rogue	▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲▲	▲ / ▲▲	▲ / ▲
Subaru Crosstrek	—	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Subaru Forester	▲▲	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	▲▲	▲▲ / ▲▲	— / ▲
Toyota Corolla Cross	▲▲	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	—	—	—
Toyota RAV4	! – ▲	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	▲▲	▲ / ▲▲	▲ / ▲
Toyota RAV4 Prime	!	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
Volkswagen Taos	▲	Std.	Std.	Opt.	Opt.	Good	Accept.	Good	Good	Accept.	Good	▲	▲ / ▲▲	▲ / ▲
Volkswagen Tiguan	▲	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	—	— / ▲▲	▲ / ▲
SUVs: SMALL/LUXURY														
Alfa Romeo Tonale	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Audi Q3	▲▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲▲	▲ / ▲▲	— / ▲
BMW X1	▲▲	Std.	Opt.	Std.	Std.	—	—	—	—	—	—	—	—	—
Buick Encore GX	▲▲	Std.	NA	Opt.	Opt.	Good	Good	Good	Good	Good	Good	▲▲	▲▲ / ▲▲	▲ / ▲
Genesis GV70	▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
Infiniti QX55	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	▲▲ / —	—
Jaguar E-Pace	▲▲	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Land Rover Range Rover Evoque	▲	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Lexus UX	▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲▲	▲ / ▲▲	▲ / ▲
Lincoln Corsair	▲▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲▲	▲▲ / ▲▲	▲ / ▲
Maserati Grecale	▲▲	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Mercedes-Benz GLA	▲	Std.	Std.	Std.	Opt.	—	—	—	—	—	—	—	—	—
Mercedes-Benz GLB	▲▲	Std.	Std.	Std.	Opt.	—	—	—	—	—	—	▲▲	▲ / ▲▲	— / ▲
Mini Cooper Countryman	▲▲	Std.	NA	NA	NA	Good	—	Good	Good	Good	Good	—	—	—
Volvo XC40	▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲▲	▲▲ / ▲▲	▲ / ▲
SUVs: SMALL ELECTRIC														
Audi Q4 E-Tron	▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
Genesis GV60	▲▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
Hyundai Ioniq 5	▲▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲▲	▲ / ▲▲	— / ▲▲
Kia EV6	▲▲	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Nissan Ariya	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Subaru Solterra	▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	—	—	—
Tesla Model Y	▲▲	Std.	Std.	NA	NA	Good	Good	Good	Good	Good	Good	▲▲	▲▲ / ▲▲	— / ▲▲
Toyota bZ4X	▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	—	—	—
Volkswagen ID.4	▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲▲	▲▲ / ▲▲	▲ / ▲
Volvo C40	—	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
SUVs: MIDSIZED														
Chevrolet Blazer	▲▲	Std.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	▲▲	▲▲ / ▲▲	▲ / ▲
Chevrolet Traverse	▲	Std.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	—	—	▲ / ▲

Make + Model	CR Tests	Front Crash Prevention				IIHS Safety Tests						NHTSA Safety Tests		
	Accident avoidance	AEB pedestrian	AEB highway	BSW	RCTW	Small overlap driver	Small overlap passenger	Offset front	Side	Rear	Roof	Combined overall	Overall front/side	Rollover 2WD/4WD
SUVs: MIDSIZED *Continued*														
Dodge Durango	●	NA	Opt.	Std.	Std.	Marg.	—	Good	Good	—	Good	▲	▲ / ▲▲	▲ / ●
Ford Bronco	●	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Accept.	Good	—	▲ / —	— / ●
Ford Edge	▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲▲	▲▲ / ▲▲	▲ / ▲
Ford Explorer	▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	— / ▲▲	▲ / ▲
GMC Acadia	▲	Std.	Opt.	Std.	Std.	Good	—	Good	Good	Good	Good	▲▲	▲▲ / ▲▲	▲ / ▲
Honda Passport	▲	Std.	Std.	Std.	Std.	Good	Accept.	Good	Good	—	Good	▲▲	▲ / ▲▲	▲ / ▲
Honda Pilot	▲▲	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Hyundai Palisade	▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲▲	▲▲ / ▲▲	▲ / ▲
Hyundai Santa Fe	▲ – ▲▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲▲	▲▲ / —	▲ / ▲
Jeep Grand Cherokee	▲	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	▲▲ / —	—
Jeep Grand Cherokee L	●	Std.	Std.	Std.	Std.	—	—	—	—	—	—	▲▲	▲▲ / ▲▲	▲ / ▲
Jeep Wrangler	▼	NA	Opt.	Opt.	Opt.	Marg.	—	Good	Good	Good	Good	—	▲ / —	— / ●
Kia Sorento	▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲	▲ / ▲▲	▲ / ▲
Kia Sorento Hybrid	▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲	▲ / ▲▲	▲ / ▲
Kia Telluride	▲▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲▲	▲ / ▲▲	▲ / ▲
Mazda CX-90	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Nissan Murano	▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲▲	▲▲ / ▲▲	— / ▲
Nissan Pathfinder	▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	▲ / ▲▲	—
Subaru Ascent	▲▲	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	▲▲	▲▲ / ▲▲	— / ▲
Subaru Outback	▲▲	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	▲▲	▲▲ / ▲▲	— / ▲
Toyota 4Runner	●	Std.	Std.	Std.	Std.	Marg.	—	Good	Good	Good	Good	▲	▲ / ▲▲	● / ●
Toyota Grand Highlander	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Toyota Highlander	▲	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	▲▲	▲ / ▲▲	▲ / ▲
Toyota Highlander Hybrid	●	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲▲	▲ / ▲▲	▲ / ▲
Toyota Venza	●	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲▲	▲ / ▲▲	— / ▲
Volkswagen Atlas	▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲▲	▲ / ▲▲	▲ / ▲
Volkswagen Atlas Cross Sport	▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	—	▲▲	▲ / ▲▲	▲ / ▲
SUVs: MIDSIZED/LUXURY														
Acura MDX	▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	▲ / ▲▲	▲ / —
Acura RDX	▲▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲▲	▲ / ▲▲	▲ / ▲
Alfa Romeo Stelvio	▲	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Audi Q5	▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲▲	▲▲ / ▲▲	— / ▲
Audi Q7	▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	— / ▲
BMW X3	▲▲	Std.	Opt.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲▲	▲▲ / ▲▲	▲ / ▲
BMW X5	▲▲	Std.	Opt.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲	▲ / ▲▲	— / ▲
Buick Envision	▲▲	Std.	Opt.	Std.	Std.	—	—	—	—	—	—	▲▲	▲▲ / ▲▲	▲ / ▲
Cadillac XT4	▲▲	Std.	Opt.	Std.	Std.	—	—	Good	Good	—	—	▲▲	▲ / ▲▲	▲ / ▲
Cadillac XT5	▲	Std.	Opt.	Opt.	Opt.	Good	—	Good	Good	Good	Good	▲▲	▲▲ / ▲▲	▲ / ▲
Genesis GV80	▲▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲▲	▲ / ▲▲	— / ▲
Infiniti QX50	▲▲	Std.	Std.	Std.	Std.	—	—	Good	Good	—	—	▲▲	▲ / ▲▲	▲ / ▲
Infiniti QX60	●	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	▲ / ▲▲	—
Jaguar F-Pace	▲	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Land Rover Defender	●	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Land Rover Discovery	●	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Land Rover Discovery Sport	●	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Land Rover Range Rover Sport	▲	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Land Rover Range Rover Velar	▲▲	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Lexus GX	●	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Lexus NX	● – ▲▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
Lexus RX	▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	—	—	—
Lincoln Aviator	▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲▲	▲▲ / ▲▲	▲ / ▲
Lincoln Nautilus	▲▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲▲	▲▲ / ▲▲	▲ / ▲
Maserati Levante	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Mercedes-Benz GLC	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Mercedes-Benz GLE	▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲▲	▲▲ / ▲▲	▲ / ▲

⇊ ↓ ! ↑ ⇈
WORSE — BETTER

Make + Model	CR Tests	Front Crash Prevention				IIHS Safety Tests						NHTSA Safety Tests		
	Accident avoidance	AEB pedestrian	AEB highway	BSW	RCTW	Small overlap driver	Small overlap passenger	Offset front	Side	Rear	Roof	Combined overall	Overall front/side	Rollover 2WD/4WD
SUVs: MIDSIZED/LUXURY *Continued*														
Porsche Cayenne	⇈	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Porsche Macan	⇈	Std.	Std.	Opt.	NA	—	—	—	—	—	—	—	—	—
Volvo XC60	⇈	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⇈	⇈ / ⇈	↑ / ↑
Volvo XC90	⇈	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⇈	⇈ / ⇈	↑ / ↑
SUVs: MIDSIZED ELECTRIC														
Audi Q8 E-Tron (2024)	⇈	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⇈	↑ / ⇈	— / ⇈
BMW iX	⇈	Std.	Opt.	Std.	Std.	—	—	—	—	—	—	—	—	—
Cadillac Lyriq	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Ford Mustang Mach-E	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	— / ⇈	⇈ / ⇈
Jaguar I-Pace	↑	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Lexus RZ	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Mercedes-Benz EQE SUV	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Mercedes-Benz EQS SUV	↑	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Rivian R1S	—	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
Tesla Model X	⇈	Std.	Std.	NA	NA	—	—	—	—	—	—	⇈	⇈ / ⇈	— / ⇈
SUVs: LARGE														
Chevrolet Suburban	!	Std.	Opt.	Opt.	Opt.	—	—	—	—	—	—	↑	↑ / ⇈	! / !
Chevrolet Tahoe	!	Std.	Opt.	Opt.	Opt.	—	—	—	—	—	—	↑	↑ / ⇈	! / !
Ford Expedition	!	Std.	Std.	Std.	Std.	—	—	—	—	—	—	⇈	⇈ / ⇈	! / ↑
GMC Yukon	!	Std.	Opt.	Opt.	Opt.	—	—	—	—	—	—	↑	↑ / ⇈	! / !
GMC Yukon XL	!	Std.	Opt.	Opt.	Opt.	—	—	—	—	—	—	↑	↑ / ⇈	! / !
Jeep Wagoneer	!	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Nissan Armada	!	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	! / !
Toyota Sequoia	↓	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
SUVs: LARGE/LUXURY														
BMW X7	↑	Std.	Opt.	Std.	Std.	—	—	—	—	—	—	—	—	—
Buick Enclave	↑	Std.	Opt.	Std.	Std.	Good	—	Good	Good	Good	Good	—	—	↑ / ↑
Cadillac Escalade	!	Std.	Opt.	Opt.	Opt.	—	—	—	—	—	—	↑	↑ / ⇈	! / !
Cadillac XT6	↑	Std.	Opt.	Std.	Std.	Good	Good	Good	Good	Good	Good	⇈	⇈ / ⇈	↑ / ↑
Infiniti QX80	!	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	! / !
Land Rover Range Rover	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Lexus LX	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Lincoln Navigator	!	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	— / ⇈	! / ↑
Mercedes-Benz GLS	↑	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
PICKUPS: COMPACT														
Chevrolet Colorado	—	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Ford Maverick	↑–⇈	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	↑	⇈ / ⇈	↑ / ↑
Ford Ranger	!	Std.	Std.	Opt.	Opt.	Good	Accept.	Good	Good	—	Good	↑	↑ / ⇈	! / !
GMC Canyon	—	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Honda Ridgeline	↑	Std.	Std.	Opt.	Opt.	Good	Accept.	Good	Good	Good	Good	⇈	⇈ / ⇈	↑ / ↑
Hyundai Santa Cruz	↑	Std.	Opt.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
Jeep Gladiator	!	NA	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	↑ / —	— / !
Nissan Frontier	↑	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	↑	↑ / ⇈	! / !
Toyota Tacoma	↓	Std.	Std.	Opt.	Opt.	Good	Accept.	Good	Good	Good	Good	↑	↑ / ⇈	↑ / ↑
PICKUPS: FULL-SIZED														
Chevrolet Silverado 1500	!	Std.	Opt.	Opt.	Opt.	Good	Marg.	Good	Good	Good	Good	⇈	↑ / ⇈	↑ / ↑
Ford F-150	!	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⇈	⇈ / ⇈	↑ / ↑
Ford F-150 Lightning	!	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	— / ↑
GMC Sierra 1500	!	Std.	Opt.	Opt.	Opt.	Good	Marg.	Good	Good	Good	Good	⇈	↑ / ⇈	↑ / ↑
Nissan Titan	↑	Std.	Std.	Std.	Std.	Good	Accept.	Good	Good	Good	Good	↑	↑ / ⇈	↑ / !
Ram 1500	!	Opt.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⇈	↑ / ⇈	↑ / ↑
Rivian R1T	↑	Std.	Std.	Std.	Std.	Good	Accept.	Good	Good	Good	Good	—	—	—
Toyota Tundra	!	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⇈	⇈ / ⇈	— / ↑

SAFETY SYSTEMS EXPLAINED

With so many names out there for important new safety technology, CR steps in to clarify things.

ACTIVE SAFETY FEATURES are becoming common on new vehicles, but the terminology used by automakers to describe them varies widely—and often seems to prioritize marketing over meaning.

That's why CR worked with AAA, J.D. Power, National Safety Council, PAVE, and SAE International to come up with clear, standardized naming conventions to describe what these systems do.

The common naming outlined below is simple, specific, consistent, and designed to reduce driver and buyer confusion.

The U.S. Department of Transportation has endorsed this effort to bring about standardized names for common safety features. These names are what we use in CR's print and web content, and the list will be continually refined as new systems are developed.

No matter what they're called, it's important to remember that these systems are designed to assist—not replace—an engaged driver.

DRIVING CONTROL ASSISTANCE

Active Driving Assistance
Simultaneous use of Lane Centering Assistance and Adaptive Cruise Control. The driver must constantly supervise this support feature and maintain responsibility for driving.

Adaptive Cruise Control (ACC)
Cruise control that also assists with acceleration and/or braking to maintain a driver-selected gap to the vehicle in front. Some systems can come to a stop and continue while others cannot.

Lane Centering Assistance (LCA)
Provides steering support to assist the driver in continuously maintaining the vehicle at or near the center of the lane.

COLLISION WARNINGS

Blind Spot Warning (BSW)
Detects vehicles in the blind spot and notifies the driver of their presence. Some provide an additional warning if the driver activates the turn signal.

Forward Collision Warning (FCW)
Detects a potential collision with a vehicle ahead and alerts the driver. Some systems alert for pedestrians.

Lane Departure Warning (LDW)
Monitors the vehicle's position within the lane and alerts the driver if the vehicle approaches or crosses lane markers.

Parking Collision Warning
Detects objects close to the vehicle during parking maneuvers and notifies the driver.

Rear Cross Traffic Warning (RCTW)
Detects vehicles approaching from the side at the rear of the vehicle while in Reverse gear and alerts the driver. Some systems warn for pedestrians.

COLLISION INTERVENTION

Automatic Emergency Braking (AEB)
Detects and warns of potential collisions with a vehicle ahead, and automatically brakes to avoid a collision or lessen impact severity. Some also detect pedestrians.

Automatic Emergency Steering
Detects potential collisions with a vehicle ahead and automatically steers to avoid or lessen the severity of impact. Some also detect pedestrians.

Lane Keeping Assistance (LKA)
Provides steering support to assist the driver in keeping the vehicle in the lane. It reacts only when the vehicle approaches or crosses a lane line or road edge.

Reverse Automatic Emergency Braking
Detects potential collisions while in Reverse gear and automatically brakes to avoid or lessen the severity of impact. Some systems also detect pedestrians.

PARKING ASSISTANCE

Backup Camera
Displays the area behind the vehicle when in Reverse gear. Some include trailer assistance, a system that assists drivers during backing maneuvers with a trailer attached.

Surround View Camera
Displays the area around some or all sides of the vehicle while stopped or during low-speed maneuvers.

Active Parking Assistance
Assists with steering and other functions during parking maneuvers. The driver may have to accelerate, brake, and/or select gear position. Some systems can parallel and/or perpendicular park.

Remote Parking Assistance
Without the driver being physically present inside the vehicle, it provides steering, braking, accelerating and/or gear selection while moving a vehicle into or out of a parking space.

DRIVER MONITORING

Indirect Driver Monitoring System
Observes vehicle states, motions and/or driver performance indicators to estimate driver distraction, inattention, or misuse. This may include monitoring steering wheel input, vehicle sway within the lane, or a combination of other factors monitored by the vehicle systems. Some systems may provide a warning to the driver and/or limit the use of other features.

Direct Driver Monitoring System
Detects the driver's eye and/or head movement to estimate where the driver is looking. Some systems may provide a warning to the driver and/or limit the use of other features.

Driver Re-engagement
A series of warnings and interventions to engage an unresponsive driver. If the driver does not respond, the system brings the vehicle to a full stop while maintaining steering control.

VEHICLE DIMENSIONS

THESE CHARTS PUT the interior and exterior dimensions of different models, along with cargo, load, and towing capacity, in one place. Most of the data come from measurements taken during our testing. Data for vehicles that have not been tested by us or are not yet on sale were provided by the manufacturers.

Exterior Dimensions and Weight

- **Length, width, height,** and **wheelbase** data come from the vehicle's manufacturer.
- **Weight** of tested vehicles is measured on our scales.

Cargo

- **Max. load** is the maximum weight of the combination of passengers and cargo that the vehicle can safely carry. This figure is specified by the manufacturer or, in the case of some tested vehicles, calculated based on the difference between our tested vehicle's weight and the manufacturer's specified gross weight.
- **Cargo volume** for wagons, minivans, and sport-utility vehicles is our measurement conducted with the rear seats folded. We use an adjustable pipe frame box and enlarge it until it no longer fits through the rear hatch. We then measure the volume of the box. Data for cars come from the federal government.
- **Towing capacity** is the maximum for the vehicle we tested. For those we didn't test, we have included the manufacturer's tow rating for a typical model.
- **NR** denotes not recommended for towing.

Interior Dimensions

- **Front, rear, and third-row shoulder room** are either our measurements or data from the manufacturer. For three adults to sit abreast comfortably, rear shoulder room should be 55 inches or more.
- **Front legroom** is the maximum distance from the heel point of the driver to the base of the seatback, with the seat adjusted as far back as it will go.
- **Rear or third-row legroom** is measured with the front seat adjusted to provide 40 inches of front legroom.
- **Headroom** is the clearance above a person who is 5 feet, 9 inches tall.
- **NA** means data are not available and we have been unable to measure the vehicle completely. A dash (–) means not applicable.

Make + Model	Exterior Dimensions + Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max load (lb.)	Cargo volume (cu. ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front legroom (in.)	Front headroom (in.)	Rear shoulder room (in.)	Rear legroom (in.)	Rear headroom (in.)	Third-row shoulder room (in.)	Third-row legroom (in.)	Third-row headroom (in.)
Acura Integra	186	72	56	108	3,095	850	24.0	NR	53.5	43.0	3.5	55.0	30.5	1.0	–	–	–
Acura MDX	198	79	67	114	4,495	1,175	37.0	5,000	62.0	41.5	4.5	60.5	29.0	2.5	55.0	24.5	1.0
Acura RDX	187	74	66	108	4,005	940	33.0	1,500	59.0	41.5	4.0	55.5	28.0	3.0	–	–	–
Acura TLX	195	75	56	113	3,965	840	14.0	NR	58.5	42.5	3.0	54.5	25.5	2.0	–	–	–
Alfa Romeo Giulia	183	73	57	111	3,695	905	12.0	NR	55.0	42.5	2.5	53.0	28.0	1.5	–	–	–
Alfa Romeo Stelvio	185	75	66	111	4,020	990	26.5	3,000	57.5	43.0	3.5	54.0	28.5	2.5	–	–	–
Alfa Romeo Tonale	178	72	63	104	4,135	NA	NA	2,000	55.5	NA	NA	55.0	NA	NA	–	–	–
Audi A3	177	72	56	104	3,495	860	11.0	NR	54.0	43.0	3.5	51.5	28.0	2.0	–	–	–
Audi A4	186	73	56	111	3,630	1,060	13.0	NR	53.0	43.0	3.5	55.0	27.0	2.5	–	–	–
Audi A6	195	74	57	115	4,015	1,100	14.0	3,500	57.0	43.0	4.5	55.0	30.0	3.0	–	–	–
Audi A8	209	77	59	123	4,810	970	13.0	NR	58.5	43.0	5.0	57.0	36.0	4.0	–	–	–
Audi Q8 E-tron	193	76	66	115	5,795	1,060	28.0	4,000	58.5	42.5	4.5	55.5	30.0	4.0	–	–	–
Audi Q3	177	73	63	106	3,880	1,090	24.5	1,500	57.0	42.0	4.5	53.5	26.5	4.0	–	–	–
Audi Q4 E-Tron	181	73	65	109	5,590	935	26.5	2,645	56.0	44.0	5.0	54.5	32.0	3.5	–	–	–
Audi Q5	184	75	65	111	4,140	1,060	27.0	4,400	57.5	41.0	5.0	55.0	27.5	2.5	–	–	–
Audi Q7	199	78	69	118	5,080	1,365	35.5	7,700	59.0	42.0	4.5	57.5	29.0	3.5	50.0	26.5	1.0
Audi TT	165	72	53	99	3,140	770	12.0	NR	53.0	41.5	3.5	46.5	19.5	0.0	–	–	–
BMW 2 Series	179	72	55	108	3,440	755	10.0	NR	55.0	45.5	2.5	51.0	27.5	0.0	–	–	–
BMW 2 Series Gran Coupe	179	71	56	105	3,475	930	12.0	NR	55.0	41.5	3.5	53.0	27.0	0.0	–	–	–
BMW 3 Series	186	72	57	112	3,640	825	17.0	NR	55.0	43.0	3.0	54.0	29.5	2.0	–	–	–
BMW 5 Series	195	74	58	117	3,950	850	19.0	NR	58.0	43.5	4.5	55.5	30.0	3.0	–	–	–
BMW 7 Series	212	77	61	127	4,970	1,125	14.0	NR	61.0	NA	NA	56.0	NA	NA	–	–	–
BMW i4	189	73	57	112	5,020	925	10.0	NR	55.0	43.5	3.0	54.0	30.0	1.0	–	–	–
BMW iX	195	77	67	118	5,660	1,065	30.5	1,000	61.5	43.0	5.0	57.0	33.0	4.0	–	–	–
BMW X1	177	73	65	106	3,765	995	30.5	3,500	55.5	43.5	6.0	55.0	29.0	3.0	–	–	–
BMW X3	186	74	66	113	4,220	935	32.0	4,410	57.5	43.5	5.5	55.5	29.0	4.5	–	–	–
BMW X5	194	79	69	117	4,740	950	36.5	7,200	59.5	42.0	4.5	57.0	28.5	4.5	–	–	–
BMW X7	203	79	71	122	5,285	1,200	26.0	7,500	59.5	42.0	6.0	57.0	29.5	3.5	46.0	26.0	2.0
BMW Z4	171	73	51	97	3,290	465	10.0	NR	54.5	42.0	3.5	–	–	–	–	–	–
Buick Enclave	205	79	70	121	4,690	1,625	48.5	5,000	62.0	43.0	5.5	61.5	31.5	3.5	57.0	25.0	0.0
Buick Encore GX	171	71	64	102	3,310	945	23.0	1,000	55.0	42.5	4.0	52.0	25.5	4.0	–	–	–

CR'S TEST DATA & RATINGS Vehicle Dimensions

Make + Model	Exterior Dimensions + Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max load (lb.)	Cargo volume (cu. ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front legroom (in.)	Front headroom (in.)	Rear shoulder room (in.)	Rear legroom (in.)	Rear headroom (in.)	Third-row shoulder room (in.)	Third-row legroom (in.)	Third-row headroom (in.)
Buick Envision	183	74	63	109	3,965	1,175	28.0	1,500	56.5	44.0	4.5	56.0	29.0	2.5	–	–	–
Cadillac CT4	187	72	56	109	3,625	875	11.0	1,000	55.0	43.0	3.0	53.5	26.0	2.0	–	–	–
Cadillac CT5	194	74	57	116	3,865	875	12.0	1,000	56.5	43.0	4.0	56.0	29.5	2.0	–	–	–
Cadillac Escalade	211	81	77	121	5,950	1,580	56.0	8,000	65.5	43.0	5.5	64.5	30.5	3.5	63.0	26.0	4.0
Cadillac Lyriq	197	78	64	122	5,610	NA	NA	3,500	59.0	NA	NA	58.5	NA	NA	–	–	–
Cadillac XT4	181	77	63	109	3,930	970	26.5	3,500	56.5	42.5	3.5	54.0	26.5	1.5	–	–	–
Cadillac XT5	190	75	66	113	4,300	1,620	33.0	3,500	57.5	43.5	4.0	55.0	29.0	2.0	–	–	–
Cadillac XT6	199	77	70	113	4,585	1,320	41.0	4,000	57.5	42.5	6.0	56.5	29.5	4.0	54.5	27.0	2.5
Chevrolet Blazer	192	77	67	113	4,235	1,705	34.5	4,500	58.0	42.5	6.5	57.5	30.0	4.5	–	–	–
Chevrolet Bolt	163	70	63	102	3,590	875	17.0	NR	54.5	43.5	3.5	50.0	31.0	2.0	–	–	–
Chevrolet Bolt EUV	170	70	64	105	3,775	875	16.0	NR	54.5	43.5	3.5	50.0	31.0	2.0	–	–	–
Chevrolet Camaro	188	75	53	111	3,730	725	11.0	NR	55.0	42.5	2.0	47.5	23.0	0.0	–	–	–
Chevrolet Colorado	213	84	80	131	4,970	1,585	–	7,700	57.5	NA	NA	56.0	NA	NA	–	–	–
Chevrolet Corvette	182	76	49	107	3,625	425	13.0	NR	53.5	42.5	3.5	–	–	–	–	–	–
Chevrolet Equinox	183	73	65	107	3,540	995	32.0	3,500	55.5	42.5	4.0	54.0	30.0	2.0	–	–	–
Chevrolet Malibu	194	73	58	112	3,125	900	16.0	1,000	57.0	43.0	5.5	54.5	29.0	3.0	–	–	–
Chevrolet Silverado 1500	232	81	76	147	5,130	1,940	–	12,100	64.5	43.5	8.0	64.0	33.5	6.0	–	–	–
Chevrolet Suburban	226	81	76	134	6,000	1,655	70.0	8,100	66.5	44.0	5.5	64.5	31.5	3.0	63.0	28.0	4.0
Chevrolet Tahoe	211	81	76	121	5,810	1,655	58.5	8,400	65.5	44.0	5.5	64.5	31.5	3.5	63.0	26.0	4.0
Chevrolet TrailBlazer	174	71	66	104	3,275	945	24.0	1,000	55.0	42.0	5.5	52.5	27.5	3.5	–	–	–
Chevrolet Traverse	206	79	71	121	4,695	1,450	54.5	5,000	61.0	43.5	6.5	61.5	30.0	4.0	58.0	23.0	3.5
Chevrolet Trax	179	72	61	106	3,255	NA	NA	NR	55.5	NA	NA	54.5	NA	NA	–	–	–
Chrysler 300	199	75	58	120	4,095	865	16.0	1,000	57.5	43.0	3.0	54.5	29.5	2.5	–	–	–
Chrysler Pacifica	204	80	70	122	4,535	1,300	66.0	3,600	63.5	42.0	6.5	63.0	31.0	4.5	61.0	29.0	4.0
Dodge Challenger	198	76	57	116	4,190	865	16.0	1,000	58.5	42.0	6.0	53.0	23.0	1.0	–	–	–
Dodge Charger	201	75	58	120	4,335	865	16.0	1,000	57.0	41.5	2.5	55.0	28.0	2.0	–	–	–
Dodge Durango	200	76	71	120	5,105	1,200	44.0	6,200	58.0	42.0	4.0	57.0	28.0	5.0	49.0	26.0	0.0
Dodge Hornet	178	72	64	104	3,715	1,245	NA	2,000	NA	NA	NA	NA	NA	NA	–	–	–
Fiat 500X	167	71	64	101	3,280	1,080	19.5	2,000	53.5	41.5	6.0	51.5	26.5	2.5	–	–	–
Ford Bronco	189	76	73	116	4,795	1,275	40.0	3,500	54.5	42.5	6.5	52.5	28.5	4.0	–	–	–
Ford Bronco Sport	173	74	70	105	3,515	1,100	30.5	2,200	57.5	43.0	8.0	55.5	27.0	7.5	–	–	–
Ford Edge	189	76	68	112	4,250	950	39.0	3,500	58.0	41.5	3.5	59.0	29.0	2.5	–	–	–
Ford Escape	181	74	69	107	3,530	910	30.5	2,000	57.0	41.5	5.0	54.5	29.5	3.5	–	–	–
Ford Escape Hybrid	181	74	69	103	3,775	915	30.5	1,500	57.0	41.5	5.0	54.5	29.5	3.5	–	–	–
Ford Expedition	222	82	76	132	6,035	1,510	66.0	9,300	65.0	42.5	4.5	64.5	33.0	2.5	63.5	26.5	3.0
Ford Explorer	199	79	70	119	4,565	1,255	44.5	5,600	61.0	42.0	5.0	61.0	28.5	3.0	49.0	25.0	3.0
Ford F-150	232	80	77	145	5,070	1,475	–	7,700	66.5	43.0	4.5	66.0	34.0	3.0	–	–	–
Ford F-150 Lightning	232	84	78	146	6,790	1,680	–	10,000	66.5	43.0	4.0	66.0	35.0	2.0	–	–	–
Ford Maverick	200	78	69	121	3,735	1,445	–	4,000	57.0	42.5	6.0	55.5	27.5	5.0	–	–	–
Ford Mustang	189	75	54	107	3,730	NA	14	NR	56.0	NA	NA	50.0	NA	NA	–	–	–
Ford Mustang Mach-E	186	74	64	118	4,835	920	29.5	NR	57.5	43.0	5.0	55.0	30.0	3.0	–	–	–
Ford Ranger	211	73	72	127	4,505	1,460	–	7,500	56.5	42.0	6.5	56.0	28.0	3.5	–	–	–
Genesis G70	184	73	55	112	3,770	905	11.0	NR	56.0	42.0	3.0	52.0	27.0	2.0	–	–	–
Genesis G80	197	76	58	119	4,245	880	13.0	NR	57.5	42.0	4.0	56.0	29.0	2.5	–	–	–
Genesis G90	208	76	59	125	4,865	NA	12.0	NR	59.0	NA	NA	58.0	NA	NA	–	–	–
Genesis GV60	178	74	62	114	4,740	860	26.5	2,000	57.0	44.0	5.0	53.0	29.0	3.0	–	–	–
Genesis GV70	186	75	64	113	4,310	935	27.5	3,500	59.0	42.0	5.5	56.5	27.0	3.0	–	–	–
Genesis GV80	195	78	68	116	4,915	900	39.0	6,000	60.0	42.0	3.0	57.5	28.5	3.0	–	–	–
GMC Acadia	193	75	67	113	4,395	1,585	40.5	4,000	58.0	43.0	5.0	56.0	31.0	4.0	54.0	24.0	3.5
GMC Canyon	213	84	80	131	4,630	1,590	–	7,700	57.5	NA	NA	56.0	NA	NA	–	–	–
GMC Hummer EV	217	87	81	136	9,063	1,300	–	7,500	64.0	NA	NA	64.0	NA	NA	–	–	–
GMC Sierra 1500	232	81	76	147	5,130	1,940	–	12,100	64.5	43.5	8.0	64.0	33.5	6.0	–	–	–
GMC Terrain	182	72	65	107	3,800	985	33.0	1,500	56.5	42.5	4.5	53.5	30.0	2.5	–	–	–
GMC Yukon	210	81	76	121	5,810	1,655	58.5	8,400	65.5	44.0	5.5	64.5	31.5	3.5	63.0	26.0	4.0
GMC Yukon XL	225	81	76	134	6,000	1,760	70.0	8,000	66.5	44.0	5.5	64.5	31.5	3.0	63.0	28.0	4.0
Honda Accord	196	73	57	111	3,280	850	17.0	NR	58.0	42.5	3.0	56.0	34.0	2.5	–	–	–
Honda Civic	183	71	56	108	2,885	850	15.0	NR	57.0	43.0	6.5	55.5	30.5	2.0	–	–	–

Make + Model	Exterior Dimensions + Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max load (lb.)	Cargo volume (cu. ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front legroom (in.)	Front headroom (in.)	Rear shoulder room (in.)	Rear legroom (in.)	Rear headroom (in.)	Third-row shoulder room (in.)	Third-row legroom (in.)	Third-row headroom (in.)
Honda CR-V	185	74	67	106	3,585	850	37.0	1,500	58.0	43.0	4.0	55.5	33.0	3.5	–	–	–
Honda HR-V	180	72	63	105	3,280	840	28.5	NR	56.5	43.0	6.0	54.5	31.5	3.5	–	–	–
Honda Odyssey	203	79	68	118	4,490	1,340	71.5	3,500	61.5	41.0	5.0	60.5	31.0	5.0	59.0	29.5	4.0
Honda Passport	189	79	72	111	4,170	950	39.0	5,000	61.0	41.0	5.5	60.5	30.0	5.0	–	–	–
Honda Pilot	200	79	71	114	4,635	1,340	42.5	5,000	61.5	43.5	4.0	61.5	32.5	3.5	57.5	28.0	3.5
Honda Ridgeline	210	79	71	125	4,415	1,545	–	5,000	61.0	40.5	6.0	60.5	26.0	4.5	–	–	–
Hyundai Elantra	184	72	56	107	2,765	850	14.0	NR	55.5	43.0	6.0	53.5	28.5	1.5	–	–	–
Hyundai Elantra Hybrid	184	72	56	107	2,970	850	14.0	NR	55.5	43.0	6.0	53.5	28.5	1.5	–	–	–
Hyundai Ioniq 5	183	74	63	118	4,560	860	28.5	2,000	57.5	43.0	6.0	57.5	31.0	4.0	–	–	–
Hyundai Ioniq 6	191	74	59	116	4,585	NA	11.0	NR	58.0	NA	NA	57.5	NA	NA	–	–	–
Hyundai Kona	171	72	62	105	3,145	NA	NA	NR	57.0	NA	NA	55.0	NA	NA	–	–	–
Hyundai Palisade	197	78	69	114	4,395	1,175	47.5	5,000	60.5	42.0	5.0	60.0	31.0	4.5	55.0	23.0	2.5
Hyundai Santa Cruz	196	75	67	118	4,045	1,410	–	5,000	57.0	42.5	5.5	55.0	26.0	5.5	–	–	–
Hyundai Santa Fe	188	75	66	109	3,935	1,060	35.5	2,000	58.0	42.5	4.5	56.0	30.0	3.5	–	–	–
Hyundai Sonata	193	73	57	112	3,175	905	16.0	NR	57.0	43.0	4.0	55.0	30.5	3.5	–	–	–
Hyundai Tucson	182	73	66	109	3,605	925	38.5	2,000	56.0	43.0	4.5	55.0	30.0	4.5	–	–	–
Hyundai Venue	159	70	62	99	2,645	840	19.0	NR	53.5	41.0	5.5	50.5	25.5	3.5	–	–	–
Infiniti Q50	190	72	57	112	3,875	900	14.0	NR	55.5	41.5	3.5	54.5	28.0	2.0	–	–	–
Infiniti QX50	185	75	66	110	4,155	860	30.5	3,000	58.5	42.5	5.0	56.0	29.0	3.0	–	–	–
Infiniti QX55	186	75	64	110	4,020	NA	NA	NR	58.0	NA	NA	57.0	NA	NA	–	–	–
Infiniti QX60	198	78	70	114	4,630	1,150	41.0	6,000	61.0	43.0	5.5	59.0	33.0	2.5	50.0	28.5	2.0
Infiniti QX80	210	80	76	121	5,990	1,590	49.5	8,500	63.5	40.5	5.0	63.0	31.0	5.0	58.0	25.0	2.0
Jaguar E-Pace	173	82	65	106	4,130	825	21.5	3,970	56.0	42.5	5.5	54.0	27.0	2.5	–	–	–
Jaguar F-Pace	186	87	66	113	4,350	960	28.5	5,290	57.0	41.0	4.0	55.0	27.5	3.0	–	–	–
Jaguar I-Pace	184	75	61	118	4,920	860	25.5	NR	57.5	42.0	5.5	54.0	29.5	3.5	–	–	–
Jaguar XF	195	78	57	117	4,175	960	19.0	NR	56.5	43.0	3.5	54.0	30.5	3.5	–	–	–
Jeep Cherokee	183	73	66	107	4,070	900	31.0	4,500	57.0	42.5	3.0	54.0	29.0	1.0	–	–	–
Jeep Compass	173	74	65	104	3,525	860	27.5	2,000	55.5	41.5	3.5	52.5	28.0	1.5	–	–	–
Jeep Gladiator	218	74	75	137	4,650	1,450	–	7,650	56.0	41.5	4.5	56.0	29.0	6.5	–	–	–
Jeep Grand Cherokee	194	78	71	117	4,480	1,050	36.0	6,200	59.5	44.5	4.0	58.0	29.5	2.0	–	–	–
Jeep Grand Cherokee L	205	78	72	122	4,840	1,200	45.0	6,200	59.0	43.5	4.5	58.0	27.5	4.5	51.5	29.0	2.0
Jeep Renegade	167	74	66	101	3,360	985	30.5	2,000	55.0	43.0	7.0	52.5	27.0	6.0	–	–	–
Jeep Wagoneer	215	84	76	123	6,150	1,510	63.5	10,000	63.0	42.5	5.0	65.0	31.0	2.5	63.5	28.0	2.0
Jeep Wrangler	188	74	74	118	4,440	850	41.5	3,500	55.5	41.0	4.5	53.0	29.0	5.0	–	–	–
Kia Carnival	203	79	70	122	4,595	1,325	72.0	3,500	64.0	41.5	8.0	63.0	31.0	4.0	59.0	27.0	2.0
Kia EV6	184	74	61	114	4,540	825	26.5	2,300	56.5	43.0	5.0	54.0	33.0	3.0	–	–	–
Kia Forte	183	71	57	106	2,805	850	15.0	NR	55.0	42.0	5.0	52.0	28.0	2.5	–	–	–
Kia K5	193	73	57	112	3,150	905	16.0	NR	57.0	43.0	5.0	55.5	31.0	3.0	–	–	–
Kia Niro	174	72	61	107	3,100	860	25.5	NR	55.5	44.0	6.0	54.5	31.0	4.5	–	–	–
Kia Niro EV	174	72	62	107	3,750	860	25.5	NR	55.5	44.0	6.0	54.5	31.0	2.5	–	–	–
Kia Rio	173	68	57	102	2,575	850	14.0	NR	53.5	42.0	4.5	51.5	25.0	2.0	–	–	–
Kia Seltos	172	71	64	104	3,120	860	28.0	NR	54.5	42.0	6.0	52.5	27.0	4.0	–	–	–
Kia Sorento	189	75	67	111	3,985	1,030	39.5	3,500	58.5	42.0	6.0	57.5	30.0	3.0	50.5	24.0	0.0
Kia Sorento Hybrid	189	75	67	111	4,250	1,030	38.5	2,000	58.5	42.0	6.0	57.5	30.0	3.0	50.0	24.0	0.0
Kia Soul	165	71	63	102	2,995	860	24.0	NR	54.5	42.5	6.0	52.0	28.0	5.0	–	–	–
Kia Sportage	184	73	65	109	3,610	925	38.0	2,500	55.5	43.0	6.0	54.5	30.5	5.0	–	–	–
Kia Stinger	190	74	55	114	3,910	930	23.0	NR	55.0	43.0	2.5	51.0	29.5	2.0	–	–	–
Kia Telluride	197	78	69	114	4,300	1,325	47.5	5,000	62.5	43.0	5.5	59.0	32.0	5.5	54.5	25.0	0.0
Land Rover Defender	198	79	77	119	5,435	1,985	43.0	7,700	61.0	42.5	7.5	59.0	28.5	5.5	–	–	–
Land Rover Discovery	196	82	74	115	5,405	1,200	42.5	8,200	60.5	43.0	4.5	59.5	28.0	4.5	47.5	27.0	3.5
Land Rover Discovery Sport	181	82	68	108	4,325	935	33.0	4,410	58.5	41.0	6.5	56.0	29.5	4.5	–	–	–
Land Rover Range Rover	199	81	74	118	5,240	960	NA	8,200	NA	NA	NA	NA	NA	NA	NA	NA	NA
Land Rover Range Rover Evoque	172	79	65	106	4,235	825	25.0	3,700	56.5	41.5	5.5	55.0	27.0	4.5	–	–	–
Land Rover Range Rover Sport	195	81	72	118	5,430	825	38.0	7,715	61.0	43.5	3.5	59.0	30.5	2.0	–	–	–

Make + Model	Exterior Dimensions + Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max load (lb.)	Cargo volume (cu. ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front legroom (in.)	Front headroom (in.)	Rear shoulder room (in.)	Rear legroom (in.)	Rear headroom (in.)	Third-row shoulder room (in.)	Third-row legroom (in.)	Third-row headroom (in.)
Land Rover Range Rover Velar	189	80	66	113	4,350	825	29.0	5,500	57.0	42.5	4.5	55.0	28.5	4.0	–	–	–
Lexus ES	196	73	57	113	3,770	905	17.0	NR	55.0	43.0	2.5	52.0	31.5	2.5	–	–	–
Lexus GX	192	74	74	110	5,170	1,155	36.5	6,500	57.0	42.0	5.5	57.0	30.0	6.0	44.0	24.5	1.0
Lexus IS	185	72	56	110	3,900	825	14.0	NR	55.0	43.5	2.5	52.0	28.5	1.5	–	–	–
Lexus LS	206	75	58	123	5,170	870	17.0	NR	57.0	43.0	2.5	54.5	33.0	2.5	–	–	–
Lexus LX	201	78	74	112	5,665	NA	NA	8,000	61.5	NA	NA	59.0	NA	NA	56.0	NA	NA
Lexus NX	184	73	66	106	3,905	890	26.5	2,000	56.5	43.0	3.0	53.0	30.0	3.0	–	–	–
Lexus RZ	189	74	64	112	4,565	950	NA	NR	57.0	NA	NA	54.5	NA	NA	–	–	–
Lexus RX	193	76	67	112	4,280	1,110	31.0	3,500	58.5	43.5	4.0	56.0	32.5	3.5	–	–	–
Lexus UX	177	72	60	104	3,570	890	18.0	NR	54.5	42.5	3.0	51.0	27.0	3.0	–	–	–
Lincoln Aviator	199	80	70	119	5,065	1,415	49.0	6,700	61.0	41.0	5.0	61.0	29.0	3.0	50.0	21.0	3.0
Lincoln Corsair	181	76	64	107	3,910	850	27.5	3,000	56.5	41.0	5.0	55.5	28.0	3.0	–	–	–
Lincoln Nautilus	190	76	66	112	4,560	900	32.5	3,500	58.0	40.5	4.0	57.0	28.0	2.0	–	–	–
Lincoln Navigator	210	80	76	123	6,100	1,565	56.0	8,300	65.0	42.5	4.5	65.0	32.0	3.0	63.0	26.0	3.5
Lucid Air	196	76	56	117	5,215	882	16.0	NR	57.5	44.0	4.5	54.0	36.0	3.0	–	–	–
Maserati Ghibli	196	77	58	118	4,625	925	18.0	NR	57.5	42.0	3.0	55.5	26.0	2.5	–	–	–
Maserati Grecale	191	77	66	114	4,415	1,100	29.0	5,515	57.0	43.0	3.5	54.5	29.0	2.0	–	–	–
Maserati Levante	197	78	66	118	4,905	NA	NA	6,000	NA	NA	NA	NA	NA	NA	–	–	–
Mazda3	184	71	57	107	3,025	860	13.0	NR	55.0	42.0	4.0	52.0	27.0	2.0	–	–	–
Mazda CX-30	173	71	62	105	3,280	850	21.5	NR	55.0	41.5	4.5	51.5	25.0	3.0	–	–	–
Mazda CX-5	180	73	66	106	3,590	850	30.5	2,000	56.5	42.0	4.0	54.0	27.5	4.5	–	–	–
Mazda CX-50	186	73	64	111	3,755	850	34.0	2,000	55.0	42.0	3.0	52.5	30.0	2.0	–	–	–
Mazda CX-90	201	78	69	123	4,760	NA	NA	3,500	57.0	NA	NA	58.0	NA	NA	53.0	NA	NA
Mazda MX-5 Miata	154	68	49	91	2,335	340	5.0	NR	51.5	41.0	2.0	–	–	–	–	–	–
Mercedes-Benz C-Class	187	74	57	113	4,030	985	13.0	NR	51.0	44.0	3.0	54.5	29.0	0.5	–	–	–
Mercedes-Benz CLA	185	72	57	107	3,485	950	16.0	NR	54.5	43.0	3.0	53.0	27.0	1.0	–	–	–
Mercedes-Benz E-Class	195	74	58	116	4,030	1,070	16.0	NR	57.5	43.5	4.0	56.0	27.5	2.5	–	–	–
Mercedes-Benz EQE	197	77	60	123	5,410	880	15.0	NR	59.0	43.0	2.5	57.0	32.5	2.0	–	–	–
Mercedes-Benz EQE SUV	192	76	66	119	5,735	NA	NA	NA	NA	NA	NA	NA	NA	NA	–	–	–
Mercedes-Benz EQS	207	76	60	126	5,810	875	22.0	NR	59.5	44.0	3.0	57.0	35.0	1.0	–	–	–
Mercedes-Benz EQS SUV	202	77	68	126	6,315	1,190	35.5	3,970	59.5	44.0	4.0	57.5	33.0	3.0	46.0	26.5	0.0
Mercedes-Benz GLA	174	72	63	107	3,630	915	26.5	NR	55.0	44.0	5.5	50.5	29.0	4.0	–	–	–
Mercedes-Benz GLB	182	72	65	111	3,785	935	28.5	NR	55.5	42.5	5.0	53.0	30.0	3.5	–	–	–
Mercedes-Benz GLC	186	74	65	114	NA	NA	NA	NA	57.5	NA	NA	56.5	NA	NA	–	–	–
Mercedes-Benz GLE	194	77	71	118	5,145	980	36.5	7,700	59.0	43.0	5.0	56.0	32.0	5.0	–	–	–
Mercedes-Benz GLS	205	77	72	123	5,495	1,300	42.5	7,715	59.0	43.0	5.5	57.5	31.5	5.0	50.0	21.5	3.5
Mercedes-Benz S-Class	208	77	59	127	4,775	NA	13.0	NR	59.5	NA	NA	59.0	NA	NA	–	–	–
Mini Cooper	153	68	56	98	2,813	770	9.0	NR	50.5	42.5	3.0	46.0	24.0	2.5	–	–	–
Mini Cooper Countryman	170	72	61	105	3,690	925	23.5	NR	55.0	42.5	3.5	53.0	29.0	2.0	–	–	–
Mitsubishi Eclipse Cross	179	71	67	105	3,515	825	22.5	1,500	56.0	41.0	4.5	54.0	29.0	2.5	–	–	–
Mitsubishi Mirage	149	66	59	97	2,085	825	17.0	NR	51.5	40.0	4.0	50.0	26.5	2.0	–	–	–
Mitsubishi Outlander	185	75	69	107	3,845	1,155	32.0	2,000	56.0	42.0	4.5	55.0	32.0	4.0	51.0	26.5	0.0
Mitsubishi Outlander Sport	169	70	64	105	3,290	825	25.5	NR	56.0	41.0	5.0	55.0	27.0	3.5	–	–	–
Nissan Altima	193	73	57	111	3,240	900	15.0	NR	57.5	41.5	3.5	54.0	29.5	2.5	–	–	–
Nissan Ariya	183	75	65	109	4,530	NA	NA	NR	57.0	NA	NA	56.0	NA	NA	–	–	–
Nissan Armada	209	80	76	121	5,910	1,545	47.0	8,500	63.0	40.5	5.0	63.0	31.0	5.0	53.0	26.0	3.0
Nissan Frontier	210	73	76	126	4,720	1,290	–	6,370	58.5	42.0	5.0	58.0	28.5	2.0	–	–	–
Nissan Kicks	169	69	62	103	2,630	850	25.0	NR	53.0	42.5	6.0	51.0	27.0	4.0	–	–	–
Nissan Leaf	176	71	61	106	3,850	860	24.0	NR	54.0	41.0	5.5	51.0	27.0	2.0	–	–	–
Nissan Murano	192	75	67	111	4,025	900	33.5	1,500	58.5	41.5	4.0	57.5	29.5	2.5	–	–	–
Nissan Pathfinder	198	78	70	114	4,600	1,150	44.5	6,000	61.0	43.0	6.5	59.0	30.5	3.5	58.0	23.5	3.5
Nissan Rogue	183	72	67	107	3,685	900	36.5	1,500	57.0	42.0	5.0	54.5	30.5	5.0	–	–	–
Nissan Sentra	183	72	57	107	3,000	880	14.0	NR	55.5	42.0	5.5	52.0	28.0	2.0	–	–	–
Nissan Titan	228	80	76	140	5,770	1,435	–	9,135	63.0	42.0	6.0	63.0	31.0	5.5	–	–	–
Nissan Versa	177	69	57	103	2,670	840	15.0	NR	53.0	41.5	4.5	52.0	27.0	1.5	–	–	–

Make + Model	Exterior Dimensions + Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max load (lb.)	Cargo volume (cu. ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front legroom (in.)	Front headroom (in.)	Rear shoulder room (in.)	Rear legroom (in.)	Rear headroom (in.)	Third-row shoulder room (in.)	Third-row legroom (in.)	Third-row headroom (in.)
Nissan Z	172	73	52	100	3,520	450	7.0	NR	54.0	40.5	4.0	–	–	–	–	–	–
Polestar 2	181	71	58	108	4,730	925	14.0	2,000	55.0	42.0	5.5	52.0	28.0	1.5	–	–	–
Porsche 718 Boxster	172	71	50	97	3,150	485	4.0	NR	50.0	42.5	4.0	–	–	–	–	–	–
Porsche 911	178	73	51	97	3,380	995	5.0	NR	50.0	NA	NA	47.0	NA	NA	–	–	–
Porsche Cayenne	194	78	67	114	4,680	1,475	32.0	7,715	59.0	42.5	4.5	55.5	29.0	2.5	–	–	–
Porsche Macan	185	76	64	111	4,415	1,150	29.0	4,410	56.5	42.0	4.5	54.5	25.5	2.0	–	–	–
Porsche Panamera	199	78	56	116	4,125	990	18.0	NR	56.5	NA	NA	53.0	NA	NA	–	–	–
Porsche Taycan	195	78	54	114	5,095	830	14.0	NR	56.0	43.0	5.0	52.0	28.0	1.0	–	–	–
Ram 1500	233	82	78	145	5,355	1,690	–	11,340	65.0	42.0	6.0	65.0	33.5	5.5	–	–	–
Rivian R1S	201	82	77	121	5,840	1,805	48.5	7,700	61.0	44.0	6.5	59.0	31.5	5.5	51.0	28.0	4.5
Rivian R1T	217	82	78	136	6,925	1,625	–	11,000	61.0	45.0	6.0	59.0	30.0	3.0	–	–	–
Subaru Ascent	197	76	72	114	4,550	1,160	40.5	5,000	60.0	43.5	5.5	59.5	29.0	3.5	55.5	24.5	0.0
Subaru BRZ	168	70	52	101	2,835	700	6.0	NR	53.5	42.5	3.5	51.5	22.0	0.0	–	–	–
Subaru Crosstrek	176	71	63	105	3,295	NA	NA	3,500	57.0	NA	NA	55.0	NA	NA	–	–	–
Subaru Forester	182	72	68	105	3,485	900	36.5	1,500	57.0	43.0	5.0	55.0	30.0	3.0	–	–	–
Subaru Impreza	176	70	58	105	3,330	NA	NA	NR	57.0	NA	NA	55.5	NA	NA	–	–	–
Subaru Legacy	191	72	59	108	3,510	850	15.0	NR	57.5	42.5	6.5	56.5	30.0	2.0	–	–	–
Subaru Outback	192	74	66	108	3,915	900	37.0	3,500	57.0	42.5	4.5	57.5	30.0	5.0	–	–	–
Subaru Solterra	185	73	65	112	4,415	925	29.0	NR	57.5	42.0	5.0	55.5	32.5	3.0	–	–	–
Subaru WRX	184	72	58	105	3,345	850	13.0	NR	56.0	43.0	5.5	54.5	31.0	2.0	–	–	–
Tesla Model 3	185	73	57	113	3,895	890	15.0	NR	55.5	42.5	6.0	52.5	29.0	3.5	–	–	–
Tesla Model S	196	77	57	117	4,625	890	32.0	NR	57.0	42.0	6.0	53.0	29.0	0.0	–	–	–
Tesla Model X	198	82	64	117	5,415	1,170	26.0	5,000	60.0	42.5	5.5	56.5	28.0	6.0	40.0	23.0	2.0
Tesla Model Y	187	76	64	114	4,375	830	25.0	3,500	56.0	42.5	6.0	53.5	29.5	4.0	–	–	–
Toyota 4Runner	190	76	72	110	4,665	1,155	44.5	5,000	57.5	41.5	3.5	57.5	30.0	4.0	57.5	NA	NA
Toyota bZ4X	185	73	65	112	4,415	925	29.0	NR	57.5	42.0	5.0	55.5	32.5	3.0	–	–	–
Toyota Camry	192	72	57	111	3,340	925	15.0	NR	56.5	43.0	4.5	54.5	31.0	3.5	–	–	–
Toyota Corolla	182	70	57	106	2,960	825	13.0	NR	54.0	42.0	2.5	53.0	29.5	1.5	–	–	–
Toyota Corolla Cross	176	72	65	104	3,320	940	26.0	1,500	51.5	42.0	3.5	53.0	28.5	3.5	–	–	–
Toyota Crown	196	72	61	112	4,035	905	15.0	NR	57.0	44.0	2.5	55.0	34.0	2.5	–	–	–
Toyota GR86	168	70	52	101	2,855	700	6.0	NR	53.5	42.5	3.5	51.5	22.0	0.0	–	–	–
Toyota Highlander	191	76	70	110	4,925	1,305	40.5	3,500	58.5	42.0	4.0	58.5	31.5	5.5	53.0	27.5	1.0
Toyota Grand Highlander	201	78	70	116	NA	NA	NA	5,000	NA	NA	NA	NA	NA	NA	NA	NA	NA
Toyota Prius	181	70	56	108	3,345	NA	24.0	NR	55.5	NA	NA	53.0	NA	NA	–	–	–
Toyota RAV4	181	73	67	106	3,510	900	30.5	3,500	57.0	42.0	3.0	54.5	30.0	5.5	–	–	–
Toyota RAV4 Prime	181	73	67	106	4,335	970	30.5	2,500	58.0	42.0	4.0	56.0	29.0	5.0	–	–	–
Toyota Sequoia	208	80	75	122	6,140	1,360	42.5	9,520	65.5	43.5	4.5	62.0	34.5	2.5	63.0	30.5	0.0
Toyota Sienna	204	79	69	121	4,585	1,420	48.0	3,500	62.5	42.0	4.0	62.0	34.0	2.0	58.0	25.5	2.0
Toyota Supra	173	73	51	97	3,385	465	10.0	NR	54.0	42.5	4.0	–	–	–	–	–	–
Toyota Tacoma	212	74	71	127	4,450	1,000	–	6,400	57.5	41.0	3.5	57.5	26.5	3.0	–	–	–
Toyota Tundra	234	80	78	146	5,590	1,365	–	11,160	65.0	44.5	6.5	62.5	34.5	3.5	–	–	–
Toyota Venza	187	73	66	106	3,850	900	26.5	NR	57.5	42.0	4.5	56.5	29.0	4.5	–	–	–
Volkswagen Arteon	192	74	57	112	3,865	850	27.0	4,850	55.5	42.5	3.0	53.5	32.5	1.5	–	–	–
Volkswagen Atlas	204	78	70	117	4,670	1,215	50.5	5,000	61.0	43.0	6.5	59.5	32.5	5.0	53.0	28.0	1.5
Volkswagen Atlas Cross Sport	196	78	68	117	4,425	1,090	37.5	5,000	61.0	42.5	5.0	60.0	32.0	2.0	–	–	–
Volkswagen Golf GTI	167	71	58	104	3,205	915	24.0	NR	52.0	43.5	3.5	52.5	29.0	4.0	–	–	–
Volkswagen ID.4	181	73	65	109	4,905	950	31.0	2,700	57.5	42.0	6.0	55.0	29.0	2.5	–	–	–
Volkswagen Jetta	187	71	58	106	3,065	970	16.0	NR	55.0	43.5	4.0	52.5	30.0	2.5	–	–	–
Volkswagen Taos	176	73	65	106	3,530	935	31.5	NR	56.5	42.0	5.5	54.5	30.0	3.5	–	–	–
Volkswagen Tiguan	185	72	66	110	3,860	1,215	33.0	1,500	56.0	42.5	6.0	55.0	32.0	4.0	48.0	NA	NA
Volvo C40	175	74	63	106	4,700	960	NA	2,000	NA	NA	NA	NA	NA	NA	–	–	–
Volvo S60	187	73	57	113	3,740	890	12.0	2,000	55.5	42.0	3.0	53.5	28.0	2.5	–	–	–
Volvo S90	200	74	57	121	4,085	950	14.0	3,500	56.0	42.0	4.0	54.5	29.0	4.0	–	–	–
Volvo XC40	174	73	65	106	3,785	925	25.5	3,500	56.0	41.5	3.5	55.0	27.0	3.0	–	–	–
Volvo XC60	185	79	65	113	4,150	950	34.0	3,500	58.0	43.0	5.0	56.0	28.5	4.0	–	–	–
Volvo XC90	195	84	70	118	4,595	1,210	35.0	5,000	57.0	42.0	5.0	56.0	28.0	5.0	43.0	23.5	1.0

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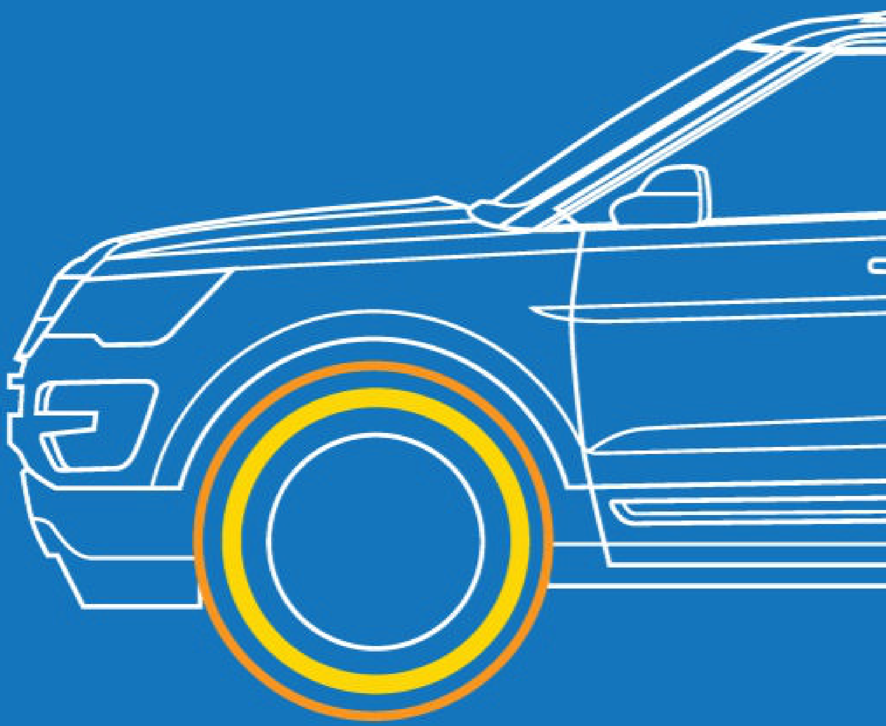

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